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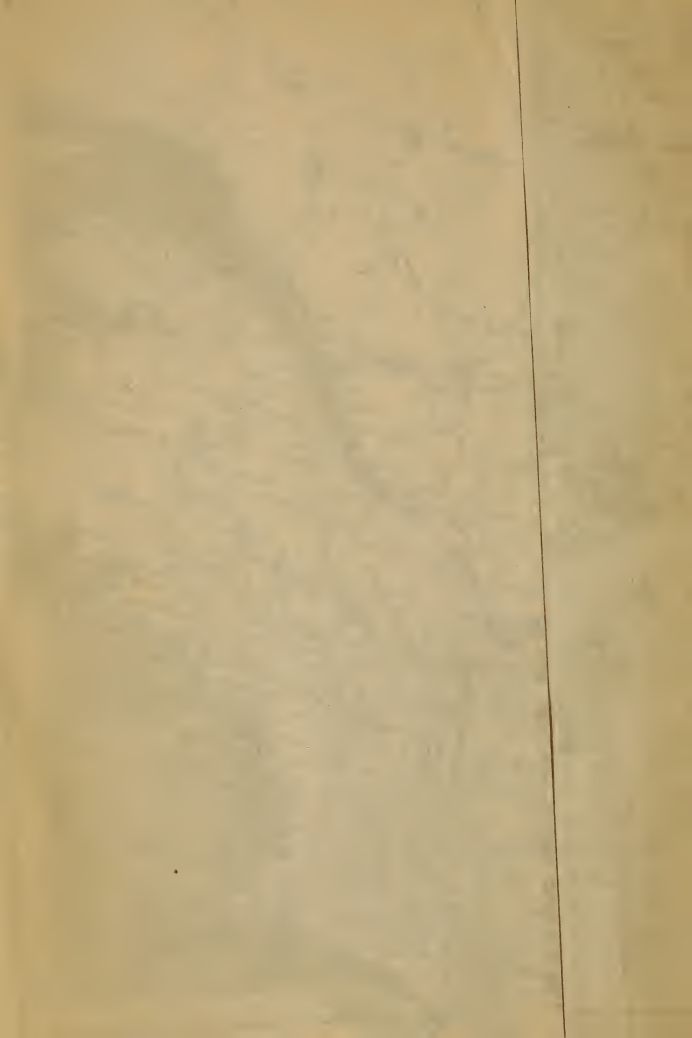
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THE
DOMINION OF CANADA

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THE
DOMINION OF CANADA

WITH
NEWFOUNDLAND AND AN EXCURSION TO ALASKA

HANDBOOK FOR TRAVELLERS

BY

KARL BAEDEKER

WITH 10 MAPS AND 7 PLANS

LEIPSIC: KARL BAEDEKER, PUBLISHER

1894

'Go, little book, God send thee good passage,
And specially let this be thy prayere
Unto them all that thee will read or hear,
Where thou art wrong, after their help to call,
Thee to correct in any part or all'.

PREFACE.

THE *Handbook to Canada* is intended to help the traveller in planning his tour and disposing of his time to the best advantage, and thus to enable him the more thoroughly to enjoy and appreciate the objects of interest he meets with. The writer is *Mr. J. F. Muirhead, M. A.*, author of the companion volume on the *United States*, who has personally visited the greater part of the districts described.

No one is better aware than the Editor himself of the inevitable imperfections in the first edition of a guidebook; and the vast extent of the Dominion of Canada has made the preparation of the present volume a peculiarly difficult task. He has not attempted to give more than a few suggestions and hints for the traveller's guidance in the less-known parts of the territory, where a journey still necessarily assumes something of the nature of an exploration. In such cases a book cannot take the place or perform the services of a living guide. The Editor hopes that the present volume will hereafter share in the advantages that accrue to the whole series of his Handbooks from the valuable and highly appreciated corrections and suggestions of the travelling public.

In the preparation of the Handbook the Editor has received most material aid from friends in all parts of the Dominion. In particular he wishes to express his obligations to the Dominion and Provincial ministers and officials, to the superior officials of the leading Railway Companies, and to the librarians of the Parliamentary Library at Ottawa. Grateful acknowledgments are also specially due, in addition to those individuals mentioned throughout the Handbook, to *Mr. William McLennan*, *Mr. W. D. Lighthall*, *Professor Alexander Johnson*, and the *Abbé Verreau*, of Montreal; *Mr. J. M. Le Moine*, *Professor Macadam*, the *Abbé Laflamme*, *Prof. Lefebvre*, *Mr. E. T. D. Chambers*, *Mr. Archibald Campbell*, and *Mr. H. A. M. Price*, of Quebec; *Professor Fraser*, *Mr. David R. Keys*, and *Mr. James Bain*, of Toronto; *Dr. Samuel E. Dawson*, the *Rev. Thomas C. Gilmour*, and *Mr. F. A. Dixon*, of Ottawa; *Mr. J. J. Stewart* and *Mr. F. Blake Crofton*, of Halifax; the *Rev. W. O. Raymond*, of St. John; *Mr. E. A. Jacob*, Private Secretary to the Lieutenant-Governor of British Columbia; the *Rev. Canon Good*, Nanai-

mo; the *Rev. Dr. Cochrane*, Brantford; *Mr. J. S. Hendrie*, Hamilton; the *Rev. Father Lemieux*, Tadousac; and *Mr. B. A. Scott*, Roberval.

The introductory articles by *Dr. Bourinot*, *Dr. George Dawson*, and *Messrs. Fuller and Chambers* will, it is hoped, be found of material value to the tourist. An intelligent comprehension of the subjects of which they treat will undoubtedly add greatly to the zest of a visit to Canada.

On the MAPS and PLANS the Editor has bestowed especial care; and it is believed that in this respect the Handbook is more completely equipped than any other publication of the kind relating to Canada. Such merit as they possess is largely due to the kind and efficient cooperation of *Mr. Edouard Deville*, Surveyor General of Dominion Lands.

The POPULATIONS are those of the census of 1890; but it should be borne in mind that these are often very much below the figures of 1894.

HOTELS. The Editor has endeavoured to enumerate, not only the first-class hotels, but also the more deserving of the cheaper houses. The comfort of a Canadian hotel is, however, much more likely to be in the direct ratio of its charges than is the case in Europe (comp. p. xx). Although changes frequently take place, and prices generally have an upward tendency, the average charges stated in the Handbook will enable the traveller to form a fair estimate of his expenditure. The value of the asterisks, which are used as marks of commendation, is relative only, signifying that the houses are good of their kind.

To hotel-proprietors, tradesmen, and others the Editor begs to intimate that a character for fair dealing and courtesy towards travellers forms the sole passport to his commendation, and that advertisements of every kind are strictly excluded from his Handbooks. Hotel-keepers are also warned against persons representing themselves as agents for Baedeker's Handbooks.

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Abbreviations.

R. = Room; B. = Breakfast; D. = Dinner; L. = Luncheon. — N. = North, Northern, etc.; S. = South, etc.; E. = East, etc.; W. = West, etc. — M. = English (or American) Mile; ft. = Engl. foot; min. = minute; hr. = hour. — Ho. = House; Ave. = Avenue; St. = Street; R.R. = railroad; Mt. = Mountain. — U. S. = United States; P. Q. = Province of Quebec; Ont. = Ontario; N. B. = New Brunswick; N. S. = Nova Scotia; P. E. I. = Prince Edward Island; Man. = Manitoba; N. W. T. = North-West Territories; B. C. = British Columbia.

The letter *d* with a date, after the name of a person, indicates the year of his death. The number of feet given after the name of a place shows its height above the sea-level. The number of miles placed before the principal places on railway-routes indicates their distance from the starting-point of the route.

ASTERISKS are used as marks of commendation.

INTRODUCTION.

I. Money. Expenses. Passports. Custom House. Time.

Money. The currency of the Dominion of Canada is arranged on a decimal system similar to that of the United States, the unit being the dollar (\$), divided into 100 cents (c.). Canada has no gold coins of its own, but the gold coins of the United States are current at par and British gold coins pass at the rate of 1*l.* = \$4. 86²/₃. The silver coins are the half-dollar (50 c.), the quarter-dollar (25 c. = 1*s.*), and pieces of 20 c., 10 c., and 5 c. The bronze coins are of the value of 1 c. (1¹/₂ d.) and 2 c. (1 d.). The cent, for purposes of calculation, is divided into 10 mills, but there are no coins of this denomination. The 20 c. piece, the main function of which seems to be the deception of the unwary stranger by its resemblance to a 'quarter' (the Queen's head, however, has no crown), is no longer coined, and is seldom met with, except in the Maritime Provinces and Newfoundland. The *Government Paper Currency* consists of notes of the denomination of 25 c. (seldom seen and not now issued), \$1, \$2, and \$4. The chartered and incorporated banks of the Dominion issue notes for \$5 and multiples of that sum, which are payable at par throughout the whole of Canada. For practical purposes the dollar may be reckoned as 4*s.* and \$5 as 1*l.*, though, as above stated, the actual rate of exchange for 1*l.* is \$4. 86²/₃ (or \$1 = about 4*s.* 2d.).

The European or United States visitor to Canada will find it convenient to carry his money in the form of letters of credit or circular notes, which are readily procurable at the principal banks. British and American silver coins circulate throughout the Dominion at a depreciation of 20 per cent (1*s.* or 25 c. U.S. currency = 20 c.); and travellers should be on their guard against accepting American silver coins at par value. In a few places (comp. p. 92) French gold or silver coins are accepted at the rate of 1 franc = 16 c. Bank of England notes are usually taken at their full value in the larger cities, but United States paper is often refused.

Post Office Orders (see p. xxiii) afford a convenient vehicle for the transmission of small sums, and similar *Money Orders* are issued by the large Express Companies (p. xviii), which also transmit money by telegraph.

Expenses. The expenses of a visit to Canada depend, of course, on the habits and tastes of the traveller, but may be said, roughly speaking, to be much the same as those of European travel (except in respect of the greater distances to be traversed) and considerably less than those of the United States. The hotels which charge as much as \$5 a day can be numbered on one's fingers, and the average hotel expenses will not exceed \$3 a day, while in some parts of the Dominion (e.g. Nova Scotia) they will be less than that. Persons of moderate requirements, by frequenting boarding-houses instead of

hotels and avoiding carriage-hire as much as possible, may travel comfortably (exclusive of long continuous journeys) for \$4-6 a day; but it would be safer to reckon on a daily expenditure of \$7-8 (28-32s.). An entire day (24 hrs.) spent in the train (*i.e.* a journey of 400-800 M.) costs, with Pullman car accommodation and meals, about \$15-20 (3-4l.). The expenses of locomotion can often be materially diminished by travelling by water instead of by land.

Passports are not necessary in Canada.

Custom House. The custom-house examination of the luggage of travellers entering Canada is generally conducted courteously but often with considerable minuteness. Nothing is admitted free of duty, except the personal effects of the traveller, and unusually liberal supplies of unworn clothing are apt to be regarded with considerable suspicion. The traveller should be careful to 'declare' everything he has of a dutiable nature, as otherwise it is liable to confiscation.

Time. For the convenience of railways and others a *Standard of Time* for Canada has been agreed upon and a system adopted by which the country was divided into four sections, each of 15° of longitude (1 hr.) and corresponding to the similar divisions of the United States. *Eastern Time*, or that of the 75th Meridian, prevails from the Atlantic Coast to a line running through Fort William (p. 192). *Central Time* (of Meridian 90), 1 hr. slower, extends thence to a line running through Brandon (p. 200). *Mountain Time* (105° lon.) extends hence to Donald (p. 213). *Pacific Time* (120°) covers the rest of the country. Thus noon at Montreal is 11 a.m. at Winnipeg, 10 a.m. at Calgary, and 9 a.m. at Vancouver or Victoria. True local or mean solar time may be anywhere from 1 min. to 30 min. ahead or behind the standard time; and in some cases, where the ordinary clocks keep local time (as in Halifax) and the railway clocks keep standard time, the results are confusing.

II. Voyage from Europe to Canada.

The chief routes from Europe to Canada are briefly described in R. 1; and the steamers of any of the companies there mentioned afford comfortable accommodation and speedy transit. The fares vary considerably according to the season and the character of the vessel; but the extremes for a saloon-passage may be placed at \$50 (10l.) and \$500 (100l.), the latter sum securing a suite of deck-rooms on the largest, finest, and quickest boats in the service. The average rate for a good stateroom in a good steamer may be reckoned at \$75-125 (15-25l.). The intermediate or second cabin costs \$30-65 (6-13l.), the steerage \$20-30 (4-6l.). The slowest steamers, as a general rule, have the lowest fares; and for those who do not object to a prolongation of the voyage they often offer as much comfort as the 'ocean greyhounds.'

The average duration of the passage across the Atlantic is 7-10 days. The best time for crossing is in summer. Passengers should pack clothing and other necessities for the voyage in small flat boxes (*not* port-

manteaus), such as can lie easily in the cabin, as all bulky luggage is stowed away in the hold. State-room trunks should not exceed 3 ft. in length, $1\frac{1}{2}$ ft. in breadth, and 15 inches in height. Trunks not wanted on board should be marked 'Hold' or 'Not Wanted', the others 'Cabin' or 'Wanted'. The steamship companies generally provide labels for this purpose. Dress for the voyage should be of a plain and serviceable description, and it is advisable, even in midsummer, to be provided with warm clothing. A deck-chair, which may be purchased at the dock or on the steamer before sailing (from 6s. or 7s. upwards), is a luxury that may almost be called a necessary. This should be distinctly marked with the owner's name or initials, and may be left in charge of the Steamship Co.'s agents until the return-journey. The *Ocean Comfort Co.*, represented on the wharves at Liverpool and New York, lets chairs at \$1 (4s.) for the voyage, and the *International Steamship Co.* provides its passengers with the same convenience for 2s. Seats at table, retained throughout the voyage, are usually assigned by the Saloon Steward immediately after starting; and those who wish seats at a particular table or beside particular persons should apply to him. It is usual to give a fee of 10s. ($2\frac{1}{2}$ dollars) to the table-steward and to the state-room steward, and small gratuities are also expected by the boot-cleaner, the bath-steward, etc.

On arrival at Montreal, Halifax, or New York, passengers' luggage is examined in a covered hall adjoining the wharf. After the examination the traveller may hire a carriage to take himself and his baggage to his destination, or he may send his trunks by a transfer-agent or express man (see p. xviii) and go himself on foot or by tramway. Telegraph messengers and representatives of hotels also meet the steamers. The traveller should know the exact telegraph-rates (comp. pp. xxiii, 7), as mistakes (not to his advantage) sometimes occur.

III. Railways. Steamers. Coaches.

Railways. The Dominion of Canada now contains about 15,000 M. of railway, or nearly as much as the Austro-Hungarian Empire and one-fourth less than the railway mileage of the United Kingdom. Fully two-thirds of the entire amount are in the hands of the *Canadian Pacific Railway* (5534 M. in 1892), the *Grand Trunk Railway* (3158 M.), and the Government (1398 M.). The capital invested in railways amounted in 1892 to \$845,000,000 (169,000,000*l.*), of which about 22 per cent had been contributed by state and municipal aid. In the same year the railways carried 13,533,414 passengers and 22,189,923 tons of freight. The total receipts were \$51,685,768, showing a surplus of 29 per cent over operating expenses. The C.P.R. has the largest number of miles in operation, but the G.T.R., which runs through the most populous portions of the Dominion, has the largest traffic. The standard gauge (4 ft. $8\frac{1}{2}$ in.) is in use by almost all the railways of Canada.

The equipments of the Canadian railways are similar to those of the United States lines, which, as is well known, are very different from those of European railways. Instead of comparatively small coaches, divided into compartments holding 6-8 people each, the American railways have long cars (like an enlarged tramway-car), holding 60-70 pers., entered by doors at each end, and having a longitudinal passage down the middle, with the seats on each side of it. Each seat has room for two passengers. All long-distance trains are furnished with drawing-room (parlor) cars by day and sleeping-cars at night, which accommodate about 24-30 people in the same space as the ordinary cars, and are in every way much more comfortable. Second-class carriages are much more often provided in Canada than in the United States, and emigrant carriages are also found

on some long-distance trains. The second-class cars, however, are not recommended, and certainly do not rank higher than the third-class carriages of Europe. Smoking is not permitted, except in the cars ('Smokers') specially provided for the purpose and generally found at the forward end of the train. Smoking-compartments are also usually found in the parlor-cars. The vexed question of whether the American or the European railway-carriage is the more comfortable is hard to decide. It may be said generally, however, that the small-compartment system would never have been done for the long journeys of America, while the parlor-cars certainly offer greater comfort in proportion to their expense than the European first-class carriages do. In comparing the ordinary American or Canadian car with the second-class or the best third-class carriages of Europe, some travellers may be inclined to give the preference for short journeys to the latter. The seats in the American cars offer very limited room for two persons, and their backs are too low to afford any support to the head; a single crying infant or spoiled child annoys 60-70 persons instead of the few in one compartment; the passenger has little control over his window, as someone in the car is sure to object if he opens it; the continual opening and shutting of the doors, with the consequent draughts, are annoying; the incessant visitation of the train-boy, with his books, candy, and other articles for sale, renders a quiet nap almost impossible; while, in the event of an accident, there are only two exits for 60 people instead of six or eight. On the other hand, the liberty of moving about the car, or, in fact, from end to end of the train, the toilette accommodation, and the amusement of watching one's fellow-passengers greatly mitigate the tedium of a long journey; while the publicity prevents any risk of the railway crimes sometimes perpetrated in the separate compartments of the European system. Rugs, as a rule, are not necessary, as the cars are apt to be over, rather than under, heated. Little accommodation is provided in the way of luggage-racks, so that travellers should reduce their hand-baggage to the smallest possible dimensions. — In the sleeping-car, the passenger engages a *Half-Section*, consisting of a so-called 'double berth', which, however, is rarely used by more than one person. If desirous of more air and space, he may engage a whole *Section* (at double the rate of a half-section), but in many cases a passenger is not allowed to monopolize a whole section to the exclusion of those not otherwise able to find accommodation. Parties of 2-4 may secure *Drawing Rooms*, or private compartments. A lower berth is generally considered preferable to an upper berth, as it is easier to get into and commands the window; but, by what seems a somewhat illiberal regulation, the upper berth is always let down, whether occupied or not, unless the whole section is paid for. So far nothing has been done towards reserving a special part of the car for ladies, except in the shape of a small toilette and dressing room. The so-called *Tourist* or *Colonist Sleeping Cars*, found on some lines, may be used with advantage by those to whom economy is important. — *Dining Cars* are often attached to long-distance trains, and the meals and service upon them are frequently better than those of the railway restaurants. — Tickets are collected in the train by the *Conductor* (guard), who sometimes gives numbered checks in exchange for them. Separate tickets are issued for the seats in parlor-cars and the berths in sleeping-cars; and such cars generally have special conductors. Fees are never given, except to the coloured *Porters* of the parlor-cars, who brush the traveller's clothes and (on overnight journeys) boots, and expect about 25 c. a day. In Canada the traveller is left to rely upon his own common sense still more freely than in England, and no attempt is made to take care of him in the patriarchal fashion of European railways. He should, therefore, be careful to see that he is in his proper car, etc. The conductor calls 'all aboard', when the train is about to start, and on many lines a warning bell is rung. The names of the places passed are not always shown distinctly (sometimes not at all) at the stations, and the brakeman, whose duty it is to announce each station as the train reaches it, is apt to be entirely unintelligible. A special word of caution may be given as to the frequent necessity for crossing the tracks, as the rails are often flush with the floor

of the station and foot-bridges or tunnels are rarely provided. Each locomotive carries a large bell, which is tolled as it approaches stations or level ('grade') crossings. — The speed of Canadian trains is generally lower than that of English trains; and over a large portion of the country it does not exceed 20-25 M. per hour even for through-trains.

The average rate of *Fare* may be stated at about 3 c. per mile, though the rate is lower for season, 'commutation' (good for so many trips), or mileage tickets. The extra rate for the palace-cars ($1\frac{1}{2}$ -1 c. per mile) is low as compared with the difference between the first and third class fares in England, and the extra comfort afforded is very great. Return-tickets ('excursion' or 'round trip' tickets) are usually issued at considerable reductions. The thousand-mile tickets, from which the conductor collects coupons representing the number of miles travelled, are a convenient arrangement which European railways might do well to introduce. A distinction is frequently made between 'Limited' and 'Unlimited' tickets, the former and cheaper admitting of continuous passage only, without 'stopovers'; and the latter being available until used and admitting of 'stopovers' at any place on the route. — At the railway-stations, the place of the first, second, and third class waiting-rooms of Europe is taken by a *Ladies' Room*, to which men are also generally admitted if not smoking, and a *Men's Room*, in which smoking is usually permitted.

Among the *American Railway Terms* with which the traveller should be familiar (in addition to those already incidentally mentioned) are the following. *Railroad* is generally used instead of railway (the latter term being more often applied to street railways, i.e. tramways), while the word 'Road' alone is often used to mean railroad. The carriages are called *Cars*. The *Conductor* is aided by *Brakemen*, whose duties include attention to the heating and lighting of the cars. A slow train is called an *Accommodation* or *Way Train*. The *Ticket Office* is never called booking-office. Luggage is *Baggage*, and is expedited through the *Baggage Master* (see below). *Depot* is very commonly used instead of station, and in many places the latter word, when used alone, means police station. Other terms in common use are: *turn-out* = siding; *bumper* = buffer; *box-car* = closed goods car; *caboose* = guard's van; *freight-train* = goods train; *cars* = train; *to pull out* = to start; *way station* = small, wayside station; *cow-catcher* = fender in front of engine; *switch* = shunt; *switches* = points. The only general railway guide of Canada is the *International Railway Guide*, published at Montreal monthly (price 25 c.), which includes a useful gazetteer of Canadian towns and villages. Local collections of time-tables are everywhere procurable, and those of each railway company may be obtained gratis at the ticket-offices and in hotels. All the more important railway companies publish a mass of 'folders' and descriptive pamphlets, which are distributed gratis and give a great deal of information about the country traversed. These are often very skilfully prepared and well illustrated.

Luggage. Each passenger on a Canadian railway is generally entitled to 150 lbs. of luggage ('baggage') free; but overweight, unless exorbitant, is seldom charged for. The so-called *Check System* makes the management of luggage very simple. On arrival at the station, the traveller shows his railway ticket and hands over his impedimenta to the Baggage Master, who fastens a small metal or cardboard tag to each article and gives the passenger similar 'checks' with corresponding numbers. The railway company then becomes responsible for the luggage and holds it until reclaimed at the passenger's destination by the presentation of the duplicate check. As the train approaches the larger cities, a *Transfer Agent* usually walks through the cars, undertaking the delivery of luggage and giving receipts in exchange for the checks. The charge for this is usually 25 c. per package, and it is thus more economical (though a composition may sometimes be effected for a number of articles) to have one large trunk instead of two or three smaller ones. The hotel porters who meet the train will also take the traveller's checks and see that his baggage is delivered at the hotel. In starting, the trunks may be sent to the railway station in the same way, either through a transfer agent or the hotel porter; and if the traveller already has his

railway ticket they may be checked through from the house or hotel to his destination. Baggage, unaccompanied by its owner, may be sent to any part of the country by the *Express Companies* (comp. p. 20), which charge in proportion to weight and distance. The drawbacks to the transfer system are that the baggage must usually be ready to be called for before the traveller himself requires to start, and that sometimes a little delay may take place in its delivery; but this may, of course, be avoided by the more expensive plan of using a carriage between the house and railway-station.

Steamers. The extensive system of lakes, navigable rivers, and canals in Canada affords many opportunities of exchanging the hot and dusty railway for the cheaper and cooler method of locomotion by water. The steamers of the C.P.R. on the Great Lakes (see p. 180) rank with the finest passenger steamers for inland navigation in the world, and the boats of many other companies (comp. RR. 12, 16, 40, 46) afford fairly comfortable accommodation. An entire day on a steamer, including berth and meals, rarely costs more than \$10 and often costs much less. — For the oceanic steamboat lines connecting Canada with the United States in summer, see R. 4.

Coaches. The ordinary tourist will seldom require to avail himself of the coach-lines of Canada, for which he may be thankful, as the roads are generally rough, the vehicles uncomfortable, and the time slow. The fares are usually moderate. Some of the coaching trips in the Far West (comp. p. 220) may, however, be recommended to those who do not object to rough it a little.

Carriages. Carriage-hire is generally considerably lower in Canada than in the United States, and is sometimes distinctly cheap. Fares vary so much, that it is impossible to give any general approximation, but the data throughout the text will give the traveller most of the information he requires on this point. When he drives himself in a 'buggy' or other small carriage, the charges are relatively much lower than when he employs a coachman.

IV. Plan and Season of Tour.

The PLAN OF TOUR must depend entirely on the traveller's taste and the time he has at his disposal. It is manifestly impossible to cover more than a limited section of so vast a territory in an ordinary travelling-season; but the enormous distances are practically much diminished by the comfortable arrangements for travelling at night (comp. p. xvi). Among the grandest natural features of the country, one or other of which should certainly be visited if in any wise practicable, are Niagara Falls (R. 38), the Canadian Pacific Railway from Banff to Vancouver (R. 44), and the Saguenay (R. 12). Less imperative than these, but also of great beauty and interest, are the St. Lawrence from Kingston to Montreal (R. 40), the 'Land of Evangeline' (R. 20), the Muskoka District (R. 34), the Great Lakes (R. 39), Lake St. John (R. 11), the St. John River and Grand Falls (RR. 23, 25), and the Bras d'Or Lakes (R. 16). Among cities the romantic 'ancient capital' of Quebec (R. 9) is first in attraction and

should be included in even the most flying visit to Canada; but Montreal (R. 6), Toronto (R. 33), Halifax (R. 14), and St. John (R. 22) are all interesting in their different ways. Ottawa (R. 30), as the capital of the Dominion, should by all means be included when practicable, and Winnipeg (R. 42), the youthful and prosperous capital of the Great North-West, also deserves a visit. The grand trip to Alaska (R. 46), though taking us beyond Canadian territory, forms a natural sequel to the journey across the continent and may be begun at the charming city of Victoria (p. 225).

SEASON. The best months for travelling in Canada are, speaking generally, May, June, September, and October. The winter months have, however, characteristic attractions of their own and for purposes of sport are often, of course, the best (p. lii). With proper equipment the traveller will find winter travelling quite pleasant and easy; and, indeed, the only season that is really uncomfortable for the traveller is the thawing spell of early spring.

Where the territory included is so vast and the possible combinations of tours so endless, it may seem almost useless to attempt to draw up any specimen tours. The following, however, though not intrinsically better than hundreds of others, may serve to give the traveller some idea of the distances to be traversed and of the average expenses of locomotion. It is, perhaps, needless to say that the traveller will enjoy himself better if he content himself with a less rapid rate of progress than that here indicated. A daily outlay of \$8-10 will probably cover all the regular travelling-expenses on the under-noted tours; and this rate may be much diminished by longer halts.

a. A Week from Montreal.

(Railway and Steamer Expenses about \$ 20)

	Days
<i>Montreal</i> (R. 6)	1 $\frac{1}{2}$
Montreal to <i>Quebec</i> (RR. 8, 9)	2 $\frac{1}{2}$
<i>Quebec</i> to <i>Lake St. John</i> (R. 11)	1
<i>Lake St. John</i> back to <i>Quebec</i> viâ the <i>Saguenay</i> (R. 12)	1 $\frac{1}{2}$
<i>Quebec</i> back to <i>Montreal</i> (R. 8)	1 $\frac{1}{2}$
	<hr/> 7

b. A Fortnight from Toronto.

(Fares \$ 40-45)

<i>Toronto</i> (R. 33)	1
<i>Toronto</i> to <i>Niagara</i> by steamer (RR. 36, 38)	3
<i>Niagara</i> to <i>Toronto</i> viâ <i>Hamilton</i> (R. 36)	1 $\frac{1}{2}$
<i>Toronto</i> to <i>Montreal</i> by the <i>St. Lawrence</i> (RR. 40, 6)	2 $\frac{1}{2}$
<i>Montreal</i> to <i>Ottawa</i> (RR. 29, 30)	1 $\frac{1}{2}$
<i>Ottawa</i> to <i>North Bay</i> (R. 41)	1 $\frac{1}{2}$
<i>North Bay</i> to <i>Toronto</i> , with a side-trip into the <i>Muskoka District</i> (R. 34)	3
	<hr/> 15

c. A Week in the Maritime Provinces.

(Fares \$ 16-18)

<i>Halifax</i> (R. 14)	1
<i>Halifax</i> viâ the <i>Bras d'Or Lakes</i> to <i>Sydney</i> and back (R. 16)	3
<i>Halifax</i> through the ' <i>Evangeline Country</i> ' to <i>Annapolis</i> (R. 20)	1
<i>Annapolis</i> to <i>St. John</i> (RR. 20, 22)	1 $\frac{1}{2}$
	<hr/> 6 $\frac{1}{2}$

[Or, instead of the Cape Breton trip, we may ascend the *River St. John* to *Fredericton* (R. 23; 1 day) and return to *St. John* viâ *St. Andrews* (pp. 32, 33) and R. 26; 2 days.]

d. Three Weeks from Montreal.

(Fares \$ 50)

	Days
Montreal to <i>Quebec</i> , <i>Lake St. John</i> , the <i>Saguenay</i> , and back as above (R.R. 6, 8, 9, 11, 12)	7
Montreal to <i>Ottawa</i> , the <i>Muskoka District</i> , and <i>Toronto</i> as above (R.R. 29, 30, 41, 34, 33)	6
Toronto to <i>Niagara</i> and back as above (R.R. 36, 38)	4 1/2
Toronto to Montreal by the <i>St. Lawrence</i> as above (R. 40)	1 1/2
	19

e. Five or Six Weeks from Montreal.

(Fares \$ 220-280)

Montreal to <i>Quebec</i> , <i>Lake St. John</i> , the <i>Saguenay</i> , and back as above (R.R. 6, 8, 9, 11, 12)	7
Montreal to <i>Ottawa</i> (R.R. 29, 30)	2
Ottawa to <i>Winnipeg</i> (R.R. 41, 42)	3
Winnipeg to <i>Banff</i> (R. 43)	4
Banff to <i>Field</i> (R. 44)	1
Field to <i>Glacier</i> (R. 44)	2
Glacier to <i>Vancouver</i> (R. 44)	1
Vancouver to <i>Victoria</i> and back (R. 45)	3
Vancouver back to <i>Port Arthur</i> (R.R. 44, 43, 41)	5
Port Arthur to <i>Owen Sound</i> and <i>Toronto</i> viâ the <i>Great Lakes</i> (R. 39)	3
Toronto to <i>Niagara</i> and back as above (R.R. 36, 38)	3 1/2
Toronto to Montreal by the <i>St. Lawrence</i> (R. 40)	1 1/2
	36

[Most travellers will prefer to vary their routes across the continent by returning through the United States (see *Baedeker's Handbook to the United States*). In this case they are advised to omit the portion of the Canadian Pacific Railway between *Ottawa* and *Port Arthur* and to reach the latter point viâ *Toronto* and *Owen Sound* (R. 39).]

The *Pedestrian* is unquestionably the most independent of travellers, but there are few districts of Canada where walking tours can be recommended. Indeed, the extremes of temperature and the scarcity of well-marked footpaths often offer considerable obstacles, while in the Far West a stranger on foot might be looked upon with suspicion or even be exposed to danger from the herds of semi-wild cattle. For a short tour a couple of flannel shirts, a pair of worsted stockings, slippers, the articles of the toilet, a light waterproof, and a stout umbrella will generally be found a sufficient equipment. Strong and well-tried boots are essential to comfort. Heavy and complicated knapsacks should be avoided; a light pouch or game-bag is far less irksome, and its position may be shifted at pleasure. A more extensive reserve of clothing should not exceed the limits of a small portmanteau, which may be forwarded from town to town by express.

V. Hotels and Restaurants.

Hotels. The quality of the Canadian hotels varies considerably in different localities. The best hotels of *Montreal*, *Quebec*, and *Toronto*, those under the management of the Canadian Pacific Railway (at *Banff*, *Vancouver*, etc.), and a few at fashionable watering-places (such as *St. Andrews* and *Cacouna*) leave little opening for criticism. There are also fair hotels at *Ottawa*, *Halifax*, *St. John*, and some of the other large cities. The hotels in the smaller towns and in the country districts can seldom be classed as good, while

sometimes (as in Nova Scotia) they are decidedly bad. A distinct process of improvement is, however, perceptible. The charges are considerably less than those of the hotels of the United States; the height of \$5 a day is reached only in a few instances, and \$2¹/₂-3 will probably be found the average rate on an ordinary tour. The comforts often afforded by the smaller and less pretentious inns of the old country can seldom be looked for from Canadian houses of the second or third class, and the traveller who wishes to economize will find boarding-houses (see p. xxii) preferable. When ladies are of the party, it is advisable to frequent the best hotels only. The food is generally abundant, but the cuisine and quality vary greatly (comp. p. xxii). The service is often excellent, and in this respect Canadian hotels are, perhaps, superior, class for class, to those of the United States.

The hotels of Canada are almost entirely managed on the *American Plan*, in which a fixed charge is made per day for board and lodging. No separate charge is made for service. The rate varies from about \$4 (in a few instances \$5) per day in the best houses down to \$1 per day in the smaller towns and country districts. Many of the hotels vary their rate according to the room, and where two prices are mentioned in the Handbook the traveller should indicate the rate he wishes to pay. Most of the objections to rooms on the upper floor are obviated by the excellent service of 'elevators' (lifts). Very large reductions are made by the week or for two persons occupying the same room; and very much higher prices may be paid for extra accommodation. Throughout the Handbook the insertion of a price behind the name of a hotel (\$4) means its rate on the American plan; where the hotel is on the European plan (exclusively or alternatively) the price of the room is indicated (R. from \$1). The above rates include all the ordinary requirement of hotel life, and no 'extras' appear in the bill. The custom of giving fees to the servants is by no means so general as in Europe, though it is becoming more common in the larger cities. In hotels on the American system the meals are usually served at regular hours (a latitude of about 2 hrs. being allowed for each). The daily charge is considered as made up of four items (room, breakfast, dinner, and supper), and the visitor should see that his bill begins with the first meal he takes. Thus, at a \$4 a day house, if the traveller arrives before supper and leaves after breakfast the next day, his bill will be \$3; if he arrives after supper and leaves at the same time, \$2; and so on. No allowance is made for absence from meals. Dinner is usually served in the middle of the day, except in large cities.

On reaching the hotel, the traveller enters the *Office*, a large and often comfortably fitted-up apartment, used as a general rendezvous and smoking-room, not only by the hotel-guests, but often also by local residents. On one side of it is the desk of the *Hotel Clerk*, who keeps the keys of the bedrooms, supplies unlimited letter-paper gratis, and is supposed to be more or less omniscient on all points on which the traveller is likely to require information. Here the visitor enters his name in the 'register' kept for the purpose, and has his room assigned to him by the clerk, who details a 'bell-boy' to show him the way to his room and carry up his hand-baggage. If he has not already disposed of his 'baggage-checks' in the way described at p. xvii, he should now give them to the clerk and ask to have his trunks fetched from the station and sent up to his room. If he has already parted with his checks, he identifies his baggage in the hall when it arrives and tells the head-porter what room he wishes it sent to. On entering the dining-room the visitor is shown to his seat by the head-waiter, instead of selecting the first vacant seat that suits his fancy. The table-waiter then hands the guest the menu of the day, from

which (in hotels on the American plan) he orders what he chooses. The key of the bedroom should always be left at the office when the visitor goes out. Large hotels generally contain a barber's shop (shave 20-25 c.; elsewhere 10-15 c.), railway ticket, express, and livery offices, book-stalls, a boot-black stand, etc. The charge for newspapers at the hotel-bookstalls is often exorbitant (e.g. 5 c. for a 1 c. paper), but newsboys will generally be found just outside the hotel.

The following hints may be useful to hotel-keepers who wish to meet the tastes of European visitors. The wash-basins in the bedrooms should be much larger than is generally the case. Two or three large towels are preferable to half-a-dozen small ones. A carafe or jug of fresh drinking-water (not necessarily iced) and a tumbler should always be kept in each bedroom. If it were possible to give baths more easily and cheaply, it would be a great boon to English visitors. At present, a bath attached to a bedroom costs \$1 (4s.) a day extra, while the charge for using the public bathroom is usually 25-50 c. (1s.-2s.). No hotel can be considered first-class or receive an asterisk of commendation which refuses to supply food to travellers who are prevented from appearing at the regular meal hours.

Boarding Houses. For a stay of more than a day or two the visitor will sometimes find it convenient and more economical to live at a *Boarding House*. These abound everywhere and can easily be found on enquiry. Their rates vary from about \$5 a week upwards. The keepers of such houses often receive transient guests, and they are generally preferable to inferior hotels. — *Furnished Apartments* are easily procured in the larger cities, from \$3-4 a week upwards.

Restaurants. In some of the large cities the traveller will find a few fair restaurants, but, as a rule, he will do well to take his meals at his hotel or boarding-house. Restaurants are attached to all hotels on the European plan (p. xxi).

Soup, fish, poultry, game, and sweet dishes are often good; but beef and mutton are frequently inferior to those of England. Oysters, served in a great variety of styles, are large, plentiful, and comparatively cheap. Wine or beer is much less frequently drunk at meals than in Europe, and the visitor is not expected to order liquor 'for the good of the house'. Iced water is the universal beverage, and a cup of tea or coffee is included in all meals at a fixed price. Wine is generally poor or dear, and often both. Liquors of all kinds are sold at *Saloons* (public houses) and *Hotel Bars*. Restaurants which solicit the patronage of 'gents' should be avoided. The meals on dining-cars and 'buffet cars' are often preferable to those at railway restaurants. Tipping the waiter is not, as a rule, necessary or even (outside of the large cities) expected, but may be found useful where several meals are taken at the same place. The custom, however, is by no means so firmly rooted as in Europe and should not be encouraged. Cafés, in the European sense, are hardly found in Canada, but the name is often used as the equivalent of restaurant.

VI. Post and Telegraph Offices.

Post Office. The postal service of Canada is carried on by the Dominion Government, and its regulations are essentially similar to those of Great Britain, though the practice of delivering letters at the houses of the addressees has not been extended to the rural districts. The service is, perhaps, not quite so prompt and accurate. The supply of letter-boxes is generally abundant, but the number of fully equipped post-offices is much lower (proportionately) than in England. Stamps are sold at all hotels.

The letter rate for places within the Dominion of Canada, Newfoundland, or the United States is 3c. per oz.; for 'city' letters, *i. e.* letters for delivery in the city in which they are posted, 2c. per oz. Post-card 1c.; reply post-card 2c. Books and other printed matter for Canada 1c. per 4 oz. Merchandise and samples 1c. per oz. Parcels, not exceeding 5 lbs. in weight, 2 ft. in length, and 1 ft. in breadth or thickness, are conveyed within Canada at the rate of 6c. per 4 oz. Letters to countries in the Postal Union cost 5c., post-cards 2c., books and newspapers 1c. per 2 oz. Parcels to the United Kingdom 20c. for the first lb. and 16c. for each lb. additional. The registration fee is 5c. Undeliverable letters will be returned free to the sender, if a request to that effect be written or printed on the envelope.

Domestic Money Orders are issued by money-order post-offices for any amount up to \$100, at the following rates: for sums not exceeding \$4, 2c.; \$4-10, 5c.; \$10-20, 10c.; \$20-40, 20c.; \$40-60, 30c.; \$60-80, 40c.; \$80-100, 50c. *Foreign Money Orders* cost 10c. for each \$10, the limit being \$50.

In 1892 the number of letters transmitted by the Post Office was 102,850,000, of post-cards 20,815,000, and of all other packages 100,764,000.

Telegraph Offices. The telegraph business of Canada to the W. of Quebec is mainly in the hands of the *Great North-Western Telegraph Co.* and the *Canadian Pacific Railway Co.*, while the Maritime Provinces are served by the *Western Union Telegraph Co.* of New York. In 1892 the Dominion contained 30,840 M. of line and 68,900 M. of wire, while the number of despatches was 4,614,944. The rates within the Dominion vary from 25c. to \$1 per 10 words, and to the United States from 40c. per 10 words upwards. The rate to the United Kingdom is 25c. per word. — The *Bell Telephone Co.* of Montreal has about 33,000 M. of wire in Ontario, Quebec, and Manitoba; and other companies serve the Maritime Provinces and British Columbia.

VII. Chief Dates in Canadian History. †

- 1492. *Columbus* discovers the islands of *America*.
- 1497. *Cabot* discovers the mainland.
- 1517. *Cabot* visits *Hudson Bay*.
- 1534. *Jacques Cartier* enters the *Baie des Chaleurs* (p. 67).
- 1535. *Cartier* ascends the *St. Lawrence* (pp. 39).
- 1541-43. First unsuccessful attempts at settlement (p. 39).
- 1598. Forty convicts left by the *Marquis de la Roche* on *Sable Island*; only twelve found alive at the end of five years.
- 1603. First visit of *Samuel de Champlain* (p. 39).
- 1605. *Port Royal (Annapolis)* founded by the *Baron de Poutrincourt* (p. 121).
- 1608. Second visit of *Champlain*. Foundation of *Quebec*, the first permanent settlement of Canada (p. 39).
- 1613. Foundation of *St. John's, Newfoundland* (p. 106).
- 1622. *Jesuits* arrive at *Quebec*.
- 1629. *Quebec* taken by the English (p. 39).

† This list is largely based on that in the *Statistical Year-Book of Canada* (1893).

- 1632. *Canada* and *Acadia* restored to France by the Treaty of St. Germain-en-Laye.
- 1642. *Ville Marie (Montreal)* founded by *Maisonneuve* (p. 21).
- 1654. *Acadia* taken by the English.
- 1667. *Acadia* restored to France.
- 1670. *Hudson Bay Co.* founded (p. 196).
- 1672. *Frontenac* appointed Governor of *Canada* or *New France* (white population about 6700).
- 1689. Massacre of *Lachine* (p. 187).
- 1690. *Sir Wm. Phipps* captures Port Royal and makes an unsuccessful attack on *Quebec*.
- 1713. *Acadia (Nova Scotia)*, *Hudson Bay Territory*, and *Newfoundland* given to England by the Treaty of Utrecht.
- 1739. Population of *New France* 42,700.
- 1745. *Louisbourg* taken by the New Englanders.
- 1748. *Louisbourg* restored to the French in exchange for *Madras* by the Peace of Aix-la-Chapelle.
- 1749. *Halifax* founded (p. 76).
- 1755. Expulsion of the *Acadians* from *Nova Scotia* (p. 119).
- 1758. *Louisbourg* captured by the English for the second time.
- 1759. *Fort Niagara* taken by *Gen. Prideaux* (July 26th). — *Wolfe* wins the *Battle of the Plains of Abraham* and captures *Quebec* (pp. 39, 45; Sept. 12-18th).
- 1760. *Canada* (pop. 70,000) surrendered to the British.
- 1763. Formal cession of 'Canada with all its dependencies' to Great Britain, by the Treaty of Paris.
- 1766. *Gen. Sir Guy Carleton* (afterwards Lord Dorchester) appointed Governor-General.
- 1768. *Prince Edward Island* made a separate province (p. 95).
- 1774. Passage of the '*Quebec Act*', giving the French Canadians the free exercise of the Roman Catholic religion and the protection of their own civil laws and customs and providing for the administration of the criminal law as used in England and for the appointment of a Legislative Council by the Crown.
- 1775. Outbreak of the *American Revolution* and invasion of *Canada* by the Americans; capture of *Montreal* (p. 22) and unsuccessful attack on *Quebec* (p. 39).
- 1776. Americans driven out of *Canada*.
- 1783. *Second Treaty of Paris* and definition of the frontier between *Canada* and the United States. Foundation of *St. John* by the United Empire Loyalists (p. 125).

The population of *Canada* at this time, including the Maritime Provinces, was about 165,000. It has been estimated that about 40,000 United Empire Loyalists — i.e. inhabitants of the United States who remained loyal to the British Crown — migrated into *Canada* within a few years after the second Treaty of Paris (comp. pp. 125, 31, 154).

1784. *New Brunswick* made a separate province (p. 133).
1791. Passage of '*Canadian Act*'. Canada or Quebec divided into the two provinces of *Upper* and *Lower Canada*.
1792. First meeting of the parliaments of Upper Canada (at *Newark* or *Niagara*; p. 167) and Lower Canada (at *Quebec*).
1793. Slavery abolished in Upper Canada.
1796. *Toronto* (*York*), founded in 1794, is made capital of Upper Canada.
1806. Population of Upper Canada 70,718; of Lower Canada 250,000.
1812. War between Great Britain and the United States. *Detroit* captured by the Canadians (Aug. 11th). — *Battle of Queens-ton Heights* (Oct. 13th; p. 168).
1813. *York* (*Toronto*) captured and burned by the Americans (April 25th). — Battles of *Stony Creek* (June 5th; p. 169), *Moraviantown* (Sept.), *Chateaugay* (Oct. 26th), and *Chrysler's Farm* (Nov. 11th).
1814. Americans defeated at *Lundy's Lane* (July 25th; p. 178). — War ended by the *Treaty of Ghent* (Dec. 24th). — Pop. of Upper Canada 95,000, of Lower Canada 335,000.
1818. *London Convention*, regulating the rights of Americans in the British North American Fisheries.
1831. Pop. of Upper Canada 236,702; of Lower Canada 553,134.
1836. Opening of the first railway in Canada (p. 22).
- 1837-38. *Canadian Rebellion* (Wm. Lyon Mackenzie; Papineau; comp. pp. 149, 179, 155).
1838. *Lord Durham*, appointed Governor-General and High-Commissioner of Canada, prepares an important Report on the Canadian situation, recommending, *inter alia*, a Federal Union of all the Provinces.
1841. *Union of Upper and Lower Canada* under the name of the Province of Canada, and establishment of responsible government (comp. p. xxvii). — First joint Parliament meets at *Kingston* (June 13th). — Pop. of Upper Canada 455,000; of Lower Canada 690,000.
1849. Riots in *Montreal* over the passage of the *Rebellion Losses Bill*; Parliament House burned.
1851. Pop. of Upper Canada 952,004; of Lower Canada 890,261; of *New Brunswick* 193,800; of *Nova Scotia* 276,854.
1852. Commencement of the *Grand Trunk Railway*.
1854. *Reciprocity Treaty* with the United States (to last ten years).
1858. *Ottawa* made the capital of Canada. — Decimal system of currency adopted.
1861. Pop. of Upper Canada 1,396,091; of Lower Canada 1,111,566; of *New Brunswick* 252,147; of *Nova Scotia* 330,857; of *Prince Edward Island* 80,857.
1866. *Fenian invasion* of Canada.

1867. The *British North America Act* passed by the Imperial Legislature, effecting a union of the provinces of Canada, Nova Scotia, and New Brunswick under the name of the *Dominion of Canada*. The names of Upper and Lower Canada are changed to *Ontario* and *Quebec*. *Lord Monck* is first Governor-General of the Dominion; *Sir John A. Macdonald* (d. 1891), first Premier.
1868. *North-West Territories* acquired by the Dominion.
- 1869-70. *Red River Rebellion* (p. 196).
1870. Province of *Manitoba* admitted to the Confederation.
1871. *Treaty of Washington* (May 8th). — *British Columbia* joins the Confederation. — Total population of the Dominion 3,635,000.
1873. *Prince Edward Island* joins the Confederation.
1876. *Intercolonial Railway* opened from Quebec to Halifax.
1879. Adoption of a protective tariff.
1881. Pop. of the Dominion 4,324,810.
1885. *Second Riel Rebellion* (p. 201). — *Canadian Pacific Railway* across the continent completed.
1886. First through-train for the Pacific leaves Montreal on June 28th.
1888. Treaty for the settlement of the Fisheries Dispute signed at Washington (Feb. 15th), but rejected by the U. S. Senate (Aug.).
1891. Pop. of the Dominion 4,833,239.
1893. Dispute about the *Behring Sea Seal Fisheries* settled by a Court of Arbitration meeting in Paris.

The Governors-General since Confederation (1867) have been *Viscount Monck* (1867-68), *Lord Lisgar* (1868-72), the *Earl of Dufferin* (1872-78), the *Marquis of Lorne* (1878-83), the *Marquis of Lansdowne* (1883-88), *Lord Stanley of Preston* (1888-93), and the *Earl of Aberdeen* (1893).

VIII. The Constitution of Canada.

By

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The **British North America Act**, which received the assent of the Queen on the 29th of March, 1867, and came into force by royal proclamation on the 1st of July in the same year, gave a constitutional existence to the Dominion of Canada, which, at that time, comprised only the four provinces of *Quebec* and *Ontario* — previously known as *Upper* and *Lower Canada* — and *Nova Scotia* and *New Brunswick*. In the course of the succeeding six years, the provinces of *British Columbia* and *Prince Edward Island* were added to the Union, and a new province, under the name of *Manitoba*, was carved out of the North-West Territory. This vast *North-West Territory* was, after the purchase of the rights of the Hudson's Bay

Company in Rupert's Land, formally transferred to the Dominion by an Imperial order in Council, on the 15th of July, 1870, and it is now divided into five provisional districts for the purposes of government, known as *Keewatin*, *Assiniboia*, *Alberta*, *Saskatchewan*, and *Athabasca* (comp. p. 200).

Previous to the passage of the British North America Act, all these provinces (with the exception of Manitoba — which, as just stated, was a subsequent creation — and the old colony of British Columbia, on the Pacific Coast) were in the possession of a complete system of parliamentary government, in all essential respects a transcript of the British system. Each province was governed by a Lieutenant-Governor, a Legislature of two Houses, and an Executive Council, whose members continued in office only as long as they possessed the support of the majority in the People's House. They had for years possessed complete control of their local and provincial affairs, subject only to the sovereignty of the Imperial State. In all the provinces the criminal law and the judicial system of England prevailed. The common law of England was also the basis of the jurisprudence of all the provinces, except Quebec, where a million and a quarter of French Canadian people were and are still speaking the French language, professing the Roman Catholic religion, and adhering to the *Coutume de Paris* and the general principles of the civil law, as they obtained it from their ancestors, who first settled the province of Canada. Accordingly, when the terms of Union came to be arranged in 1864 by delegates from the several provinces of British North America, it was found necessary to establish a federation bearing many analogies to that of the United States, in order to meet the wishes of the people of these provinces, especially of French Canada, and to preserve all those local institutions, with which the people had long been familiar, and which they could not be induced, under any circumstances, to hand over to the sole control of one central Parliament. The resolutions of the Quebec conference were embodied in addresses of the several Legislatures of the provinces to the Imperial Parliament. These resulted in the passing of the British North America Act of 1867, now the fundamental law of the whole Dominion, setting forth the territorial divisions, defining the nature of the executive authority, regulating the division of powers, directing to what authorities these powers are to be confided, and providing generally for the administration and management of all those matters which fall within the respective jurisdictions of the Dominion and the Provinces. In accordance with this constitution, Canada has now control of the government of the vast territory stretching from the Atlantic to the Pacific to the N. of the United States, and is subject only to the sovereignty of the Queen and the Parliament of Great Britain in such matters as naturally fall under the jurisdiction of the supreme and absolute authority of the sovereign State.

If we come to recapitulate the various constitutional authorities which now govern the Dominion in its external and internal relations as a dependency of the Crown, we find that they may be divided for general purposes as follows:

The Queen.

The Parliament of Great Britain.

The Judicial Committee of the Privy Council.

The Government of the Dominion.

The Governments of the Provinces.

The Courts of Canada.

While Canada can legislate practically without limitation in all those matters which do not affect Imperial interests, yet sovereign power, in the legal sense of the phrase, rests with the government of Great Britain. Canada cannot of her own motion negotiate treaties with a foreign State, as that is a power only to be exercised by the sovereign authority of the Empire. In accordance, however, with the policy pursued for many years towards self-governing dependencies — a policy now practically among the 'conventions' of the constitution — it is usual for the Imperial Government to give all the necessary authority to distinguished Canadian statesmen to represent the Dominion interests in any conference or negotiations affecting its commercial or territorial interests. The control over peace and war still necessarily remains under the direct and absolute direction of the Queen and her great Council. The appointment of the Governor-General, without any interference on the part of the Canadian Government, rests absolutely with the Queen's Government. The same sovereign authority may 'disallow' any Act passed by the Parliament of Canada which may be repugnant to any Imperial legislation on the same subject applying directly to the Dominion, or which may touch the relations of Great Britain with foreign Powers, or otherwise seriously affect the interests of the Imperial State. The Judicial Committee of the Queen's Privy Council is the Court of last resort for Canada as for all other parts of the British empire, although that jurisdiction is only exercised within certain limitations consistent with the large measure of legal independence granted to the Dominion. As it is from the Parliament of Great Britain that Canada has derived her constitution, so it is only through the agency of the same sovereign authority that any amendment can be made to that instrument.

The Preamble of the British North America Act, 1867, sets forth that the provinces are 'federally united', with a constitution 'similar in principle to that of the United Kingdom'. The model taken by Canadian statesmen was almost necessarily that of the United States, the most perfect example of federation that the world has yet seen, though they endeavoured to avoid its weaknesses in certain essential respects. At the same time, in addition to the general character of the provincial organizations and distribution of powers, and other

important features of a federal system, there are the methods of government, which are copies, exact copies in some respects, of the Parliamentary Government of England. We see this in the clauses of the British North America Act referring to the executive authority, the establishment of a Privy Council, and the constitution of the two Houses of the Dominion Parliament. More than that, we have, in conjunction with the legal provisions of the British North America Act, a great body of unwritten law; that is to say, that mass of 'conventions', understandings, and usages which have been long in practical operation in England and govern the relations between the Crown and its advisers, the position of the Ministry and its dependence on the Legislature, and otherwise control and modify the conditions of a system of English Parliamentary government.

The various authorities under which the government of the Dominion is carried on may be defined as follows: —

1. The *Queen*, in whom is legally invested the executive authority; in whose name all commissions to office run; by whose authority parliament is called together and dissolved; and in whose name bills are assented to and reserved. She is represented for all purposes of government by a *Governor-General*, appointed by Her Majesty in Council and holding office during pleasure; responsible to the Imperial Government as an Imperial Officer; having the right of pardon for all offences, but exercising this and all executive powers under the advice and consent of a responsible ministry.

2. A *Ministry* composed of thirteen or more members of a *Privy Council*; having seats in the two Houses of Parliament; holding office only whilst in a majority in the popular branch; acting as a council of advice to the Governor-General; responsible to parliament for all legislation and administration.

3. A *Senate* composed of seventy-eight members appointed by the Crown for life, though removable by the House itself for bankruptcy or crime; having co-ordinate powers of legislation with the House of Commons, except in the case of money or tax bills, which it can neither initiate nor amend; having no power to try impeachments; having the same privileges, immunities, and powers as the English House of Commons when defined by law.

4. A *House of Commons* of two hundred and fifteen members, elected for five years on a very liberal Dominion Franchise in electoral districts fixed by law in each province; liable to be prorogued and dissolved at any time by the Governor-General on the advice of the Council; having alone the right to initiate money or tax bills; having the same privileges, immunities, and powers as the English House of Commons when defined by law.

5. A *Dominion Judiciary* composed of a Supreme Court of a chief justice and five puisne judges, acting as a Court of Appeal for all the Provincial Courts; subject to have its decisions reviewed on Appeal by the Judicial Committee of the Queen's Privy Council in

England; its judges being irremovable except for cause, on the address of the two Houses to the Governor-General.

The several authorities of government in the Provinces may be briefly described as follows: —

1. A *Lieutenant-Governor* appointed by the Governor-General in Council, practically for five years; removable by the same authority for cause; exercising all the powers and responsibilities of the head of an executive, under a system of parliamentary government; having no right to reprieve or pardon criminals.

2. An *Executive Council* in each province, composed of certain heads of departments, varying from five to twelve in number; called to office by the Lieutenant-Governor; having seats in either branch of the local legislature; holding their positions as long as they retain the confidence of the majority of the people's representatives; responsible for and directing legislation; conducting generally the administration of public affairs in accordance with the law and the conventions of the constitution.

3. A *Legislature* composed of two Houses — a Legislative Council and an Assembly — in two provinces, and of only an Assembly or elected House in the other provinces. The Legislative Councilors are appointed for life, by the Lieutenant-Governor in Council, and are removable for the same reasons as Senators; cannot initiate money or tax bills, but otherwise have all powers of legislation; cannot sit as Courts of Impeachment. The Legislative Assemblies are elected for four years in all cases, except in Quebec, where the term is five; liable to be dissolved at any time by the Lieutenant-Governor, acting under the advice of his Council; elected on manhood suffrage in Ontario and Prince Edward Island, and on a scarcely less liberal franchise in the other sections.

4. A *Judiciary* in each of the provinces, appointed by the Governor-General in Council; removable only on the address of the two Houses of the Dominion Parliament.

As regards the territories of the North-West, it is provided by the British North America Act that the Dominion is to exercise complete legislative control. As previously stated, they have been divided into five districts for purposes of government. Keewatin is under the control of the Government of Manitoba, but only until the question of boundaries will be finally settled. The other districts are governed by a Lieutenant-Governor and an Assembly elected by the people in accordance with the statutes passed by the Dominion Parliament. The Lieutenant-Governor is appointed by the Governor in Council, and holds office on the same tenure as the same officials in the provinces; and while responsible government in the complete sense of the term does not yet exist in the territories, the Lieutenant-Governor has the assistance of an advisory Council selected from the majority in the assembly. The Territories are represented both in the Senate and House of Commons of Canada.

Coming now to the distribution of powers between the Dominion and Provincial authorities, we find that they are enumerated in sections 91, 92, 93, and 95 of the fundamental law. The 91st section gives exclusive jurisdiction to the Parliament of the Dominion over all matters of a general or Dominion character, and section 92 sets forth the exclusive powers of the provincial organizations. The classes of subjects to which the exclusive authority of the Dominion Parliament extends are enumerated as follows in the Act: —

The public debt and property. The regulation of trade and commerce. The raising of money by any mode or system of taxation. The borrowing of money on public credit. Postal service. Census and statistics. Militia, military, and naval service and defence. The fixing of and providing for the salaries and allowances of civil and other officers of the Government of Canada. Beacons, buoys, lighthouses, and Sable Island. Navigation and shipping. Quarantine and the establishment and maintenance of marine hospitals. Sea-coast and inland fisheries. Ferries between a province and a British or foreign country, or between two provinces. Currency and coinage. Banking, incorporation of banks, and the issue of paper-money. Savings-banks. Weights and measures. Bills of exchange and promissory notes. Interest. Legal tender. Bankruptcy and insolvency. Patents of invention and discovery; copyrights. Indians and lands reserved for the Indians. Naturalisation and aliens. Marriage and divorce. The criminal law, except the constitution of the Courts of Criminal jurisdiction, but including the procedure in criminal matters. The establishment, maintenance, and management of penitentiaries; and lastly, 'such classes of subjects as are expressly excepted in the enumeration of the subjects assigned by the Act exclusively to the Legislature of the provinces'.

On the other hand, the exclusive powers of the provincial legislatures extend to the following classes of subjects: —

The amendment from time to time, notwithstanding anything in the Act, of the constitution of the province, except as regards the office of Lieutenant-Governor. Direct taxation within the province in order to the raising of a revenue for provincial purposes. The borrowing of money on the sole credit of the province. The establishment and tenure of provincial offices and appointment and payment of provincial officers. The management and sale of the public lands belonging to the province, and of the timber and wood thereon.

The establishment, maintenance, and management of public and reformatory prisons in and for the province. The establishment, maintenance, and management of hospitals, asylums, charities, and eleemosynary institutions in and for the provinces other than marine hospitals. Municipal institutions in the province. Shop, saloon, tavern, and auctioneer and other licenses, in order to the

raising of a revenue for provincial, local, or municipal purposes. Local works and undertakings other than such as are of the following classes: — (a) Lines of steam or other ships, railways, canals, telegraphs, and other works and undertakings connecting the province with any other of the provinces, or extending beyond the limits of the province; (b) Lines of steamships between the province and any British or foreign country; (c) Such works as, though wholly situate within the province, are before or after their execution declared by the Parliament of Canada to be for the general advantage of Canada or for the advantage of two or more of the provinces. The incorporation of companies with provincial objects. Solemnisation of marriage in the province. Property and civil rights in the province. The administration of justice in the province, including the constitution, maintenance, and organization of provincial courts, both of civil and criminal jurisdiction, and including procedure in civil matters in those courts. The imposition of punishment by fine, penalty, or imprisonment, for enforcing any law of the province made in relation to any matter coming within any of the classes of subjects above enumerated. Generally all matters of a merely local or private nature in the province.

Then, in addition to the classes of subjects enumerated in the sections just cited, it is provided by section 93 that the Legislatures of the provinces may exclusively legislate on the subject of education, subject only to the power of the Dominion Parliament to make remedial laws in case of the infringement of any legal rights enjoyed by any minority in any province at the time of the Union — a provision intended to protect the separate schools of the Roman Catholics and the Protestants in the provinces. The Dominion and the provinces may also concurrently make laws in relation to immigration and agriculture, provided that the Act of the province is not repugnant to any Act of the Dominion Parliament; and under section 94 the Dominion Parliament may provide for the uniformity of laws relative to property and civil rights in Ontario, Nova Scotia, and New Brunswick.

The statesmen that assembled at Quebec believed it was a defect in the American constitution to have made the national government alone one of enumerated powers and to have left to the States all powers not expressly taken from them. For these reasons mainly the powers of both the Dominion and the Provincial Governments are stated, as far as practicable, in express terms, with the view of preventing a conflict between them; the powers that are not within the defined jurisdiction of the Provincial Governments are reserved in general terms to the central authority. In other words, 'the residuum of power is given to the central instead of to the provincial authorities'. In the B.N.A. Act we find set forth in express words:

1. The powers vested in the Dominion Government alone.
2. The powers vested in the Provinces alone.

3. The powers exercised by the Dominion Government and the Provinces concurrently.

4. Powers given to the Dominion Government in general terms.

The conclusion we come to after studying the operation of the Constitutional Act, until the present time, is that while its framers endeavoured to set forth more definitely the respective powers of the central and local authorities than is the case with the Constitution of the United States, it is not likely to be any more successful in preventing controversies constantly arising on points of legislative jurisdiction. The effort was made in the case of the Canadian constitution to define more fully the limits of the authority of the Dominion and its political parts; but while great care was evidently taken to prevent the dangerous assertion of provincial rights, it is clear that it has the imperfections of all statutes, when it is attempted to meet all emergencies. Happily, however, by means of the Courts in Canada, and the tribunal of last resort in England, and the calm deliberation which the parliament is now learning to give to all questions of dubious jurisdiction, the principles on which the federal system should be worked are, year by year, better understood, and the dangers of continuous conflict lessened.

The perpetuation of the Canadian constitution and the harmony of the members of the Confederation rest in a large measure on the Judiciary of Canada, just as the constitution of the United States owes much of its strength to the legal acumen and sagacity of a great constitutional lawyer like Chief Justice Marshall, and of the able men who have, as a rule, composed the Federal Judiciary. The instinct of self-preservation and the necessity of national union must in critical times prevail over purely sectional considerations, even under a federal system, as the experience of the United States has conclusively shown us; but, as a general principle, the success of confederation must rest on a spirit of compromise, and in the readiness of the people to accept the decisions of the Courts as final and conclusive on every constitutional issue of importance.

IX. Geographical and Geological Sketch,

with notes on Minerals, Climate, Immigration, and Native Races,

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The name of Canada was first applied by Jacques Cartier, the discoverer of the St. Lawrence, to a limited tract of country in the vicinity of the Indian village of Stadacona, now the city of Quebec. It is a name of native origin and of disputed meaning, but is generally believed to have merely denoted a collection of houses — a village. At a later date, it was employed to designate all the early settlements of France along the valley of the lower St. Lawrence, and still later it became that of a great tract of country including

what now form the provinces of Quebec and Ontario, then styled Lower and Upper Canada respectively. When to Canada, thus constituted, the Maritime Provinces were politically united in 1867, the name became a general one, and it was subsequently still further extended, with the growth of the Dominion, so as to embrace the whole of the North-West Territories and British Columbia. Thus, at the present time, the **Dominion of Canada** includes all parts of British North America excepting the island of Newfoundland, which still remains a separate colony.

The above is a matter of nomenclature, but in following the history of the occupation and growth of the country, it will be found that the extension of the old name, first applied to the vicinity of Quebec, was governed by the ruling physical features of the N. part of the American continent. Thus the existence of the River St. Lawrence, with that of its great estuary and the gulf, naturally resulted in the individuality of the Dominion of Canada, by affording a highway of exploration and trade which extended into the very heart of the continent and along which explorers and traders had already penetrated very far, before the knowledge of the settlers of New England had extended much beyond the Appalachian Mountain ranges.

Geographically, Canada and the Island of Newfoundland may be considered together, the area of the whole of British North America being, according to the latest computations, about 3,617,000 sq. M. This is somewhat greater than that of the United States with Alaska, and slightly less than that of Europe.

Though more complicated than the United States in its physiography and particularly in the outlines of its coast, Canada is simpler in this respect than Europe. The same or very similar types of geological structure, with their accompanying and dependent features of surface form, are very widely extended. Great distances may be traversed without notably changing the conditions, and no examination of a single province suffices to give an idea of the whole.

For the purposes of the present very brief and general description, Canada may be treated of under three main divisions or regions, naturally contrasted not only in their present appearance but in respect also to their geological history. These are (1) an *Eastern Region*, (2) a *Central Region*, and (3) a *Western Region*.

The **Eastern Region** may be defined as extending from the Atlantic coast to Lake Superior, and is farther bounded to the W. by a chain of great lakes which extends from the vicinity of the W. end of Lake Superior to the Arctic Ocean near the mouth of the Mackenzie River. This is characterized by a diversified surface, which is scarcely ever really mountainous, and was originally a great forest land, save in the extreme N., where the rigour of the climate prevents arboreal growth. — The **Central Division** lies

between the W. boundary of the last and the E. base of the Rocky Mountain region. It is a great interior continental plain, which runs northward, with narrowing dimensions, to beyond the Arctic circle. Its S. part consists of open prairies, its N. of woodland. — The **Western Division** is the Rocky Mountain region or Cordilleran belt, the wide mountainous border of the continent on the Pacific side, with very varied and very bold topography.

These divisions, based alone on physiographical conditions, are very unequal in size, the eastern being much the largest and constituting in fact more than one-half of the whole area. It includes, in its S. parts, all the older and thickly settled provinces of the Dominion, and requires, therefore, to be further subdivided and spoken of in somewhat greater detail.

The Eastern Region of Canada, as above defined, is composed almost entirely of very ancient rocks belonging to the Archæan and Palæozoic divisions of geologists. Throughout the later geological ages, these rocks, fully consolidated and set, have remained exempt from important disturbance or folding; but have been subjected to very prolonged processes of waste and wear, so that the surface features and relief of the whole region, as now seen, are the resultant of such denudation. The harder and more resistant rocks form the higher points. Beginning in the Labrador peninsula, running round to the S. of Hudson Bay and thence N.W. to the Arctic Ocean, is a broad belt of crystalline rocks of great antiquity, which may be regarded as constituting the nucleus of the N. American continent, and which forms certainly the ruling feature of all this E. division of Canada. Its surface, as it exists at present, forms a vast irregular and hummocky plateau which seldom exceeds 1500 ft. in elevation. Except in the valleys of its S. parts, it offers little inducement to the agriculturalist, as the greater part of its extent is but scantily and irregularly furnished with an indifferent sandy soil. It is preëminently characterized by its immense number of lakes, large and small, and by its irregular and winding rivers with numerous rapids and falls. By these waterways it may be traversed in light canoes in almost any direction. From the upper Ottawa, Gatineau, Lièvre, and St. Maurice Rivers, rising within its area, a great part of the important timber product of Canada is brought.

The Appalachian Mountain system, which gives form to the E. coast of the United States, is continued with reduced height through the Maritime or Acadian provinces of Canada and an adjacent portion of the province of Quebec to the S. of the St. Lawrence. The highest ridges of this system in Canada are the Shickshock Mountains, which border the lower estuary of the St. Lawrence and terminate in the promontory of Gaspé. Ridges of hard and often crystalline rocks belonging to the same system of elevation traverse New Brunswick; while Nova Scotia may be regarded as a parallel elevation of identical character.

Nova Scotia is connected with the mainland by a neck of low land. A part of its shores upon the Bay of Fundy, together with Prince Edward Island, in the Gulf of St. Lawrence, are composed of rocks newer than those generally characteristic of the E. division of Canada. These are referable to the Permian and Triassic ages of geologists, and in the Annapolis valley as well as in Prince Edward Island support some of the most fertile farming-regions of the Acadian provinces. The surface of the Acadian provinces, though varied and uneven, is nowhere high. The most elevated ridges in Nova Scotia seldom exceed 1000 feet, while Prince Edward Island is everywhere low. The most striking feature of the Acadian provinces is their irregular and deeply indented coast-line — particularly marked in Nova Scotia — resulting in the importance of the fishing and maritime industries generally in these provinces.

Newfoundland, in its geological structure and topography, is entitled to be classed as a terminal portion of the Appalachian system or range, but by reason of its N. situation is less fertile than the Acadian provinces of Canada, while its fisheries are relatively more important.

The great valley of the St. Lawrence lies between the ridge-like elevations of the Appalachian system on one side and the base of the above described Laurentian plateau on the other. The provinces of Quebec and Ontario bordering upon it are thus especially attached to the hydrographic basin of the St. Lawrence, though a small portion of this basin is included within the limits of the United States.

Above the city of Quebec, the base of the Laurentian highlands and the ridges of the Appalachian system diverge, and the river flows through an extensive low country — the St. Lawrence plain — of which the greater width lies on the S.E. side of the river. This plain extends to Kingston (p. 184), near the outlet of Lake Ontario, and to Ottawa (p. 143), on the river of the same name, and in all comprises an area considerably exceeding 10,000 sq. M. It is based on horizontal beds of Silurian rocks, generally limestones, and is a region of notable fertility, which for many years after the first settlement of Canada constituted its great granary. At Montreal, and here and there in the plain to the S. and E., conspicuous and rather abrupt elevations of small extent occur, which represent the basal remnants of volcanic vents of great antiquity breaking through the flat-lying rocks.

Near the outlet of Lake Ontario, a projecting promontory of the Laurentian country crosses the St. Lawrence, forming there the picturesque Thousand Islands (p. 185). Beyond this point, and to the N. of a line drawn from it to the N. part of Georgian Bay on Lake Huron, lies the most fertile and densely populated portion of the province of Ontario, forming a great peninsula and bounded to the S. by lakes Ontario, Erie, and Huron, with their connecting

waters. This may again be described in general terms as an extensive plain, for its elevations, though higher than any of those met with in the lower St. Lawrence plain proper, seldom exceed 1000 ft. above the sea-level and are nowhere abrupt. Its area is approximately 26,000 sq. M. Its soil is almost everywhere fertile, and in its S. part the climate admits of the successful culture on a large scale of grapes, peaches, maize, and other crops requiring a long summer season with considerable warmth. Like the St. Lawrence plain it is based on flat or gently inclined rocks of the Palæozoic age, but in this case the series includes strata as high as those of the Devonian period.

The Great Lakes, forming the perennial reservoirs of the St. Lawrence, and constituting one of the most remarkable geographical features of North America, have an aggregate area somewhat exceeding that of Great Britain, or 94,750 sq. M. They stand at four distinct levels above the sea, as follows: — Ontario 247 ft., Erie 573 ft., Huron and Michigan 581 ft., Superior 602 ft. Of the difference in height between lakes Erie and Ontario 167 ft. is accounted for by the falls of Niagara. The mode of formation of these vast fresh-water basins has been the subject of much discussion and difference of opinion, but in all probability they have been gradually excavated by the denuding action of an ancient system of rivers, which, at a time when the continent stood higher than it now does, have formed extensive valleys by the gradual removal of the surface of their drainage-basins. Subsequent changes of level, together with the irregular deposition of superficial materials during the Glacial Period, which have not acted uniformly on different parts of the surface, have resulted in the flooding of these old basins. That extensive changes of level have occurred, is evidenced by the fact that the beds of some of the lakes are now considerably below the present sea-level.

Beginning with the ancient nucleus of the Laurentian plateau, it will be observed that newer formations of Palæozoic age accumulated about its margins. At a later date these were ridged up and folded on the line of the Appalachians, while parts of them, now forming the plain of the St. Lawrence valley, remained comparatively undisturbed. Long after these events, and when the whole E. division of Canada already constituted a stable dry land, a great inland sea extended through the centre of the continent from the Gulf of Mexico to the Arctic Ocean. It is unnecessary to endeavour to follow the whole history of this sea, of which the earlier stages are yet imperfectly known; but in the Cretaceous period, at approximately the time when the chalk-formations of Europe were being laid down, great horizontal beds of sediment were being deposited in this central region. At the close of this period, the deposits ceased to be marine, and wide shallow lakes and estuaries were formed in which beds differing somewhat in character were pro-

duced. Together, these beds, scarcely disturbed from their original horizontal position, but more or less indurated, form the floor of the great inland plain which has been referred to as the Central Division of Canada. To some extent the original deposits have been cut away by rains and rivers, and in the latest geological period they have been very generally strewn with superficial materials due to the glacial epoch. Because of the still nearly horizontal position of these beds and their small degree of induration, the interior region of the continent is especially characterized by uniformity and want of salient relief.

Along the S. boundary of this part of Canada, the inland plain has a width from E. to W. of nearly 800 M. From the Red River and Winnipeg Lake, near its E. border, it may be described in the main as rising gradually toward the base of the Rocky Mountains, from a height of a few hundred feet above the sea-level to elevations of 3000-4000 ft. Plateaus or ridges, which reach some height, here and there locally diversify its surface, and of these, that bordering Manitoba and Winnipegosis Lakes is the most notable. It is further rather markedly divided by lines of escarpment, or sudden rise, into three *Steppes* or '*Prairie Levels*', differing somewhat in character; but in the main it is a nearly uniform plain, cut through by the deep valleys of several rivers and their many tributaries which flow down its long and light slope to the lakes at its E. edge. This description applies chiefly to the S. part of the inland plain of Canada. Farther to the N. it is generally lower, and is drained almost exclusively by the Great Mackenzie River, which debouches on the Arctic Sea.

A line extended from the S. end of Lake Winnipeg to Edmonton (p. 204) on the North Saskatchewan, and thence in a S.W. direction to the base of the Rocky Mountains, approximately defines the N. limit of the open prairie country. The borders of the prairie and woodland are very intricate in detail, and even where the plains themselves are entirely treeless, belts of timber are usually found in the deep valleys of the larger streams. But to the N. of this line the surface is generally wooded, and prairie areas are comparatively small and exceptional. The soil, as might be anticipated from the geological conditions, is almost everywhere exceedingly fertile, but the natural prairie land offers much greater inducements to the agriculturist than does the forested area. The primary cause of the absence of trees from a large part of the interior continental plain, is undoubtedly the scanty rainfall of its W. and central tracts; but the prairie has been extended by recurring fires far beyond the limits thus imposed. This has been the case particularly in the Canadian portion of this plain. To the S. of the International boundary, most of the region between the 100th Meridian and the Rocky Mountains is too arid for ordinary agriculture, but to the N. of that line the arid region is found in a modified form and constitutes

but a narrow strip, while that of sufficient rainfall runs completely round it to the N., forming a continuously fertile region from Manitoba to the Rocky Mountains.

The third of the divisions under which a broad sketch of the physiographical features of Canada is here attempted, is naturally a very well-defined one, embracing a wide belt of generally mountainous country which separates the central plain of the Continent from the Pacific Coast. In approaching the W. margin of the region of plain and prairie, the rugged outline of the Rocky Mountains gradually rises above the horizon. Towards the base of these mountains the heretofore flat-lying strata of the plain are affected by a series of parallel folds giving rise to a corresponding system of ridges and subordinate elevations known as the '*Foot-Hills*'; but the width of this intermediate region is seldom more than about 20 M. The main range of the Rocky Mountains proper, though not perfectly continuous, runs in a nearly direct line from the S. boundary of Canada to the Arctic Ocean, which it reaches, though in a reduced form, a little to the W. of the mouth of the Mackenzie. This range forms the E. border of the great Cordilleran belt, which has an average width in Canada of about 400 M. and is a region of folding and upturning of rocks on a gigantic scale. The periods at which these disturbances of the earth's crust have occurred are comparatively recent in geological history, the Cordilleran Mountains which have resulted from them standing in much the same relation, in respect to the older Appalachian Mountains and the still older Laurentian highlands of the E., as do the Alps in Europe to the mountains of Wales and the Archæan ranges of Scandinavia respectively. Because of their comparative newness and the relatively small time to which they have been subjected to natural processes of waste and wear, the mountains are here bold and high and the scenery in general truly Alpine in character.

The whole S. part of the Canadian Cordillera, as far N. as the 60th parallel, is politically included in the province of British Columbia, while its N. portion, under the name of the Yukon District, is a part of the North-West Territory of Canada. The intricacies of its component mountain systems have as yet been imperfectly ascertained and but a portion of the whole has been subjected to survey, but its ruling features are nevertheless well known. The Rocky Mountains proper on its E. side, and the Coast Ranges, which border the Pacific, may be regarded as its most important because its most continuous elements. Between these bordering ranges lie less continuous, but in the main nearly parallel systems of mountains, which in some places are closely crowded together, while in others they separate in such a manner as to admit considerable areas of plateau land or low country. Of such areas the Interior Plateau of British Columbia is the most important and best known. This has a width of about 100 M., with a length (from the vicinity of

the 49th parallel to about $55^{\circ} 30'$ of nearly 500 M. Its mean elevation is about 3500 ft., but it is by no means uniform in this respect, and can indeed only be described as a plateau by contrast with the more elevated mountain tracts which bound it. Omitting from consideration other minor areas of plateau or low country, we find, far to the N., another extensive and relatively low country about the headwaters of the Yukon, in which isolated ranges of mountains of moderate height appear irregularly.

The Pacific coast of the Cordilleran region, included in British Columbia and in part of Alaska, is remarkably intricate, recalling in its outlines the well-known coast of Norway. It is dissected by long and very deep and sinuous fjords which penetrate far into the Coast Ranges, while innumerable islands lie off it. Resulting from the last-mentioned circumstance is the fact that an almost continuously sheltered line of navigation exists from the S. end of Vancouver Island to Cross Sound in Alaska, a distance of over 800 M. This route, along the shores of British Columbia and Alaska, is that generally followed by the coasting steamers (see R. 46), and it abounds in fine scenery, though the most striking landscapes — those existing far up the several fjords — are seldom seen by the ordinary traveller or tourist. Beyond the main line of the coast and its immediate fringe of islands, Vancouver Island and the Queen Charlotte Islands may be regarded as constituting the unsubmerged and outstanding portions of an outer mountain range.

The drainage system of the Cordilleran belt is remarkably complicated. Near the S. boundary of Canada, a narrow portion of its E. part is tributary to branches of the Saskatchewan River. Further to the N., the width of that portion which drains to the E. increases, till the Peace and Liard Rivers are found to draw much of their waters from country lying to the W. of the Rocky Mountains proper and to cut completely through this range. Beyond the 60th degree of latitude, the Cordilleran region declines gradually to the N.W. and is drained in that direction by branches of the Yukon, which eventually unite, and the resulting river, turning to the W., traverses the whole breadth of Alaska and discharges into Behring Sea. The Fraser River, with a total length of about 600 M., is the most important of those of the S. part of the Canadian mountain region.

All these streams follow very sinuous and indirect courses, and they are generally swift, broken by numerous falls and rapids, and in consequence unsuited for continuous navigation.

The line of the Canadian Pacific Railway is practically the only one by which the Cordilleran region of Canada is crossed by the ordinary traveller, and the S. part of the province of British Columbia which is thus traversed, is its best known part. It may thus assist in forming a conception of the features of this region, which is so interesting from many points of view, briefly to note in their order the main features there found: —

The Rocky Mountains proper have in this part of their length a width of about 60 M. They are chiefly composed of Palæozoic rocks, among which limestones largely preponderate, and they justify the name by the abundance of bare, bold peaks. The height of many of these exceeds 10,000 ft., while Mount Brown, in this range, though it has not yet been accurately measured, is believed to reach 16,000 ft. But as the valleys and passes by which the range is traversed stand at levels of from 4000 to over 5000 ft., the actual height of these mountains does not appeal to the eye so forcibly as that of some lower ranges which rise from the level of the sea.

After descending to the great valley through which the upper waters of the Columbia and its tributary the Kootanie flow in opposite directions, the Selkirk Range is crossed. The valleys are here narrower, and the mountains, rising close at hand, are remarkably picturesque and truly Alpine in character. The highest known summits in this range somewhat exceed 10,000 ft. A descent is then again made to the Columbia in a lower part of its course, after which the Gold Range, a less elevated and less picturesque mountain system, is crossed. This and the Selkirk range are notable examples of the discontinuous mountain systems already alluded to which lie between the main bordering ranges of the Cordillera.

From the W. flanks of the Gold Range, after passing the Shuswap Lakes — which may be taken as typical of many important lakes of the Cordillera — the Interior Plateau of British Columbia is traversed. The wide valleys which here characterize this plateau are often very fertile, though irrigation (depending on the streams which are copiously supplied by the drainage of the higher levels) is generally necessary to ensure successful agriculture. The barrier formed by the Coast Ranges, which interrupt the W. moisture-bearing winds, accounts for the comparative aridity of much of this region, as well as for its wide tracts of treeless country spread along the slopes of the valleys and over some of the higher parts of the plateau where cattle and horses find abundant and nutritious pasture.

Leaving the plateau country, the line of railway next traverses the Coast Ranges by following the Fraser River, which in a series of cañons and gorges has cut its way to the Pacific. Many summits in this bordering system of mountains attain 7000 or 8000 ft. above the sea, while some reach a height of 9000 ft.

Mineral Wealth. Closely connected with the geological structure of the country is the occurrence of mineral substances of economic value, and next to its physical features (also dependent on its geological constitution), the distribution of such minerals is one of the ruling factors in regard to the determinations of centres of population. It is here only possible to mention a few of the more important facts in connection with the mineral resources of Canada†.

† For details, see reports of the *Geological Survey of Canada*, Ottawa.

Coal, of the age of the Coal Measures or Carboniferous system of Europe, is found and extensively mined in Nova Scotia, particularly in the vicinity of Springhill, near Pictou, and in Cape Breton. The output in 1892 amounted to 2,175,912 tons. In New Brunswick and in Newfoundland, coal of the same character, but so far as known in much less quantity, is again found.

In the Provinces of Quebec and Ontario coal is wanting, but in the Ontario Peninsula *Petroleum* is obtained from bored wells in considerable quantity, and *Natural Gas* has lately been found in abundance in certain places. These combustible materials are derived from rocks of Devonian and Silurian age, older than the Carboniferous system.

Beds of *Lignite* or *Brown Coal*, resembling that of Germany and Bohemia, underlie vast tracts of the great interior plain of Canada, where, because of their undisturbed condition, they are often very easily worked. On approaching the base of the Rocky Mountains, these fuels, in consequence of greater alteration, gradually change into true bituminous coals, which are abundant in the foot-hill region; while in certain isolated basins in the Rocky Mountains they have been still further changed into true anthracite. All these fuels may be classed as of Cretaceous age.

In British Columbia, excellent bituminous coals of the same age are worked on Vancouver Island (output in 1892, 803, 242 tons). Fuels of the same kind occur in the Queen Charlotte Islands, where anthracite is also found, but these have not as yet been utilized. In the inland portions of this province, both bituminous coals and lignites are represented, but have so far been worked only in a small way for local uses. The lignites of British Columbia are of Tertiary age.

It will be observed that both coasts of Canada are well supplied with coal, where it offers itself readily to commercial purposes and facilitates communication by sea. The whole coal- and lignite-bearing area of Canada which has already been approximately defined has been estimated at about 97,000 sq. M.

Iron Ores are found in abundance and of many different kinds. They are worked to a limited extent in Nova Scotia, Quebec, Ontario, and on the coast of British Columbia. Ores of *Copper* and *Lead* are also widely distributed, *Gold* is worked somewhat extensively in British Columbia and in Nova Scotia; in the first-named province at present chiefly by alluvial or 'placer' methods of mining, in the second entirely by the mining and crushing of auriferous quartz veins. Gold workings of local importance also occur in parts of Quebec and Ontario, and along some of the rivers of the North-West Territory. *Silver*, in greater or less quantity, is very generally associated with the ores of lead, but Thunder Bay, on Lake Superior, is the centre of an important silver-mining industry; while during the last few years, many silver deposits of great extent and richness

have been discovered in British Columbia, particularly in the Kootanie district.

Without endeavouring to enumerate the many mineral products of minor importance, the following, which have already attracted considerable attention commercially, and which in some instances occur in Canada under peculiar conditions, may be specially alluded to: — *Nickel*. Large deposits of nickeliferous pyrrhotite are worked in the Sudbury district, to the N. of Lake Huron. — *Asbestos*. Extensively worked in the townships of Thetford, Coleraine, and Danville, Quebec. — *Apatite (Phosphate)* and *Mica*. Worked particularly in the County of Ottawa and its vicinity, to the N. of the river of the same name, in the Province of Quebec. — *Plumbago* or *Graphite*. Widely distributed; but the most important known deposits are those found in the region last referred to and in the same rocks of the Laurentian system. — *Salt*. Obtained from bored wells, in the form of brine, in the W. part of the Ontario peninsula. — *Gypsum*. Occurring in great abundance in Nova Scotia and New Brunswick, and also in parts of the Ontario peninsula. It is worked in all three provinces. — *Platinum*. Found in alluvial deposits in association with gold in certain districts in British Columbia. The quantity so far obtained amounts to only a few thousand ounces annually, but it is greater than that produced elsewhere on the continent.

Structural materials, including *Building Stones* of all kinds, *Slate*, *Clay* suitable for brick-making, etc., are abundant, and their production annually represents an important part of the total mineral product of the country. It is not possible here even to designate the many varieties met with, the purposes to which they are applied, or the particular localities from which they come. Marbles, serpentines, granites, and other crystalline rocks afford many ornamental stones suitable for architectural uses.

Climate. The climate of Canada as a whole is of the 'Continental' type, with strongly contrasted temperatures between the summer and winter months; the only notable exception to this being found in a comparatively narrow strip along the Pacific coast, to the W. of the Coast Ranges of British Columbia. That part of Canada which has already been referred to for convenience as the E. division or region, is everywhere characterized by hot summers, with cold winters, during which snow lies upon the ground continuously for several months and most of the rivers and lakes are ice-bound. St. Johns (Newfoundland), Halifax (Nova Scotia), and St. John (New Brunswick) are the principal ports on the Atlantic side which remain open to commerce throughout the year. The rainfall of all this region is seasonable and ample from the point of view of agriculture. The moisture-bearing winds come chiefly from the S.E., while in winter, cold dry winds from the N.W. are characteristic.

The central region, being furthest from the influence of any sea, presents the greatest range of temperature [as between the summer

and winter months, the difference between the means of these seasons often amounting to about 70° Fahr. As already stated, the rainfall is here comparatively light, particularly in the S. portion of the great plain. To this central region, the greater part of the Cordilleran belt may, in respect to climate, be attached; for though not far distant from the Pacific, the humid winds arriving from that ocean are effectively barred out or deprived of their moisture by the continuous elevations of the Coast Range. In the Cordilleran country, however, the bold topographical features cause the climate to vary much as between places not far removed and the conditions do not thus possess the uniformity of those of the great plains, and in the lower valleys the summer is longer and much less severe than is the case on the plains.

The territory which borders on the Pacific has, as already indicated, an oceanic climate with small range in temperature and very copious precipitation, particularly in the autumn and winter months. At Victoria, situated on the S. end of Vancouver Island, the climate much resembles that of the S. of England. Snow seldom lies upon the ground for more than a few days in winter, while in some seasons hardy plants continue to bloom throughout the winter, and the thermometer has scarcely ever been known to touch zero of Fahrenheit.

What has been said above of the climate of Canada refers to the S. and inhabited part of the great area of the Dominion. Far to the N., Arctic conditions prevail — a rigorous winter of extreme length with a short but warm summer.

A noteworthy difference exists between the E. and W. parts of Canada in corresponding latitudes. Places on the E. or Atlantic coast have much lower mean temperatures than those found in the same degree of latitude in Europe; while on the Pacific coast, the conditions are more nearly like those of Europe and again very different from those of the Atlantic coast. The causes of these differences are rather complicated. They depend in part on the direction of the prevailing winds, in part on the circumstance that while the E. coast of North America is chilled by a cold Arctic current, the temperature of the W. sea is maintained above the normal by a warm current, flowing past Japan and making the circuit of the North Pacific. The result of these combined conditions is, however, important, for while in the E. the agriculturally valuable part of the country is somewhat strictly limited to the N., it becomes extremely wide in the W.; rendering it pretty evident to the speculative geographer, that when the country shall have become fully peopled in accordance with its natural capabilities, the greater part of its population will lie to the W. of its central line. In this respect Canada differs from the United States, in which the natural conditions seem to imply that the balance of population will continue to be in favour of that part of the continent to the E. of its central line.

From the description given above, it will be obvious that Canada is separable, by physical and climatic conditions, into regions which run approximately N. and S., with the general trend of the North American continent. The line of division between Canada and the United States is a somewhat arbitrary one, and each of the natural divisions is continued to the S. by a region more or less resembling it. The course of trade, or the exchange of products, thus takes an E. or W. direction, and the means of communication once provided, the diversity of conditions forms in itself the strongest material bond of union between unlike parts.

Immigration. Canada has as yet only begun to realize the possibilities of her position and her abundant natural resources. Before the completion of the Canadian Pacific Railway, the great plains of the West and the province of British Columbia were exceedingly remote from the older and more thickly peopled provinces of the East. They were reached with difficulty, and the means of transporting the products of the interior to the markets of the world were primitive or absent. The great area of prairie land, so eminently adapted to the growth of grain and the sustenance of domestic animals, necessarily lay fallow; while, with the exception of gold obtained from the superficial deposits and beds of streams and coal adjacent to the coast, the mineral wealth of British Columbia remained unknown or unworked. All this is now in process of change. The vast fertile area of the interior of the continent is being peopled by immigrants from Europe, from the E. provinces of Canada itself, and from the United States, the Government and the railway companies offering every inducement to the intending settler. The export of wheat, cattle, and other agricultural products from Manitoba and the North-West is already large and is yearly growing in importance, and before many years, the last region of North America where free grants of land suitable for the growth of wheat can be obtained, will be owned and occupied throughout. In the broken countries of British Columbia, the 'prospector' pursues his search for ores even in the farthest recesses of the mountains, and in the vicinity of the railway numerous mining-enterprises are already in course of establishment.

To the immigrant unskilled in mining or other special pursuits, but not afraid of hard work, the farming and 'ranching' lands of the North-West are the most attractive. It cannot be denied that many difficulties have to be faced by a newcomer, particularly if ignorant of the methods of farming usually practised in Canada; but the continued increase of the settled area from year to year affords the best evidence of general success. By those accustomed to agriculture and with a certain amount of capital, lands already under cultivation may often be purchased in the E. provinces of the Dominion at moderate rates, and the difficulties of a first establishment on new land thus obviated.

Native Races. The native races of North America are generally referred to as *Indians*, a misnomer of early date which it is now impossible to eradicate. These people had, before the date of the discovery of the New World by civilized man, penetrated to and occupied every part of the continent; but where the natural resources available to them were small, the population remained exceedingly scanty, and a few families often required a vast tract of country for their support by the rude methods of hunting and fishing which, as a rule, were alone known to them. Within the limits of Canada no architectural monuments are met with resembling those remaining in Mexico, Central America, and Peru, as the result of the labour of the half-civilized races of these regions. A few burial mounds, an occasional surviving outline of some fortified work, with graves and scattered implements of stone or bone, constitute the traces of all former generations of the aborigines. In parts of the provinces of Ontario and Quebec, some rude agriculture was attempted by the natives even in prehistoric times, while on the W. coast substantial wooden lodges were built and a rudimentary form of art was manifested in the design of tools and implements and in carvings in wood. Elsewhere the inhabitants were little removed from the plane of savagery. The conditions of life were hard, and the circumstances for the development of a better constituted society were wanting. Wars and midnight forays between adjacent tribes make up such legendary history as has survived, and in the absence of any means of chronicling events, history even of this kind soon lapsed into mythology.

The Indians were divided into almost innumerable tribes, with distinctive names; but by means of a study of their language it becomes possible to unite many of these under wider groups, which the tribal units would not themselves have recognised.

Of these groups the *Eskimo* are the most northern and in many respects the most homogeneous. They held and still hold the whole Arctic littoral from Labrador to Behring Sea, but never spread far inland. To the S. of the Eskimo two great races divided between them the greater part of Canada; the *Algonkin* and the *Tinneh* or *Athabaskan*.

The Algonkin peoples occupied a vast tract extending from the Atlantic coast to a line drawn from the mouth of the Churchill River on Hudson Bay in a S.W. direction to the Rocky Mountains. Of this stock were the *Micmacs* and *Malicetes* (or *Maliseets*) of Nova Scotia and New Brunswick, the *Abenakis*, the *Montagnais* of the lands to the N. of the Gulf of St. Lawrence, the *Ottawas*, the *Ojibways* to the N. of the Great Lakes, and the *Crees*, in part inhabiting the great prairies and in part the adjacent woodlands to the N. The *Blackfoot* tribes of the extreme W. plains are also attached by language to the Algonkin race. To the N.W., the *Tinneh* peopled the entire inland region of the continent, including the

Mackenzie valley and that of the Yukon. Among their numerous tribal divisions may be mentioned the *Beavers*, *Loucheux*, *Kutchin*, *Siccanies*, and *Takullies*.

Both the Algonkins and the Tinneh or Athabascans were hunters and fishermen, often roaming over vast distances in search of food and skins, and they can at no time have been numerous in proportion to the extent of territory they covered in their migrations.

Newfoundland was peopled by a race known as the *Beothuks*, now entirely extinct and of which very little is known. The St. Lawrence valley, from the vicinity of Quebec to Lake Huron, was held by the *Iroquois* or *Huron-Iroquois*, who appear to have constituted a rather numerous population at the time of their discovery and were to some extent occupied in tillage, producing limited crops of maize, beans, pumpkins, and tobacco. They possessed fortified villages and were continually at war with the Algonkin tribes to the N.

The *Dakota* or '*Sioux*' Indians, whose main home was to the S. of the 49th parallel, spread to the N., with their offshoot the *Assiniboines* or *Stoneys*, over a part of the Canadian great plains.

The S. part of British Columbia was chiefly occupied by tribes now classified as belonging to the *Salish* stock, including the *Shuswaps*, *Lillooets*, *Okanagans*, and others. These tribes marched to the N. with the *Chilcotins* and *Takullies* of Tinneh affiliation.

In the S.E. corner of British Columbia the *Kootanies* appear to form a distinct linguistic division; while on the Pacific coast several different languages were spoken, and such maritime tribes as the *Haïda*, *Tshimsian*, *Aht*, and *Kwakwiool* are found.

As progressing settlement and the borders of civilization have encroached on the native tribes, these have been from time to time granted reservations, and arrangements have been come to with them by which they abandoned their claims to their wide hunting-grounds. The compacts thus entered into with the Canadian Indians have been observed, and since the early days of the French occupation there has been scarcely any active hostility between the whites and these people.

In the E. part of Canada some bands of the Indians have now settled upon the land, others find a more congenial occupation of a nomadic character as voyageurs, or lead a gipsy-like existence and make a living by manufacturing bark canoes, snow-shoes, moccasins, baskets, and such like articles. A certain number still retain their character as hunters and trappers in the N. wilderness; but those which are likely to be seen by the traveller have, by the admixture of white blood, ceased to present in any notable degree their original characteristics. To meet with the Indian more nearly in his native state, one must go to Manitoba, the North-West Territories, or British Columbia.

On the plains of the N.W., the extinction of the buffalo has

within a few years deprived the native races of practically their whole means of subsistence, and the Government has been obliged to provide them with food and clothing, though on certain reservations they are already taking to agricultural pursuits with more success than might have been argued from their original desultory mode of life. In the S. part of British Columbia the Indians are in some places proving to be industrious and capable of maintaining themselves in various ways. Upon the coast of the same province, the native fishermen, where the circumstances are favourable, readily adopt any mode of life by which a fair remuneration for their labour can be obtained. They are largely employed in salmon canneries, in saw-mills, and in the fur-seal fishery, though in some of their more remote villages they still remain much in their pristine state. In the far N., the natives generally maintain their old habits, and though supplied with many of the manufactured products of civilization, they remain hunters, and depend for the means of purchasing commodities which they have now learned to prize upon the sale of peltries. These Indians, with a large part of the Eskimo, may be regarded as dependents on the Hudson's Bay Company, which to them represents Providence.

It is now known that many of the estimates made at various times of the Indian population have been greatly exaggerated, but it is impossible to state even approximately what their number may have been at the time of the discovery of the continent. In most regions they have undoubtedly diminished very materially, but in some places the enumerations made in late years show a stationary condition and in a few cases an actual increase. It would thus appear, that though in certain districts the aborigines may lose their identity by blending with the white population, they are not likely in Canada to disappear or become extinct. There are many avocations to which their habits and mode of thought peculiarly adapt them, and Canada includes a great area in which the lore of the Indians is likely to remain for all time the greatest wisdom.

The total number of Indians now included within the boundaries of the Dominion is estimated at about 125,000.

X. Sports and Pastimes.

By

W. H. Fuller and E. T. D. Chambers.

Fishing. The Dominion of Canada may be justly regarded as the Paradise of the angler. Landing at the historic city of Quebec in the spring or early summer, the lover of Isaac Walton's gentle art will find himself within easy distance of hundreds of limpid lakes, varying from a few acres to miles in extent, set like gems in the midst of forests as yet hardly touched by the axe, and teeming with speckled trout, lake trout, and black bass, of a rapacity and size to

thrill with joy the heart of the angler accustomed only to the shy and puny denizens of English streams. Most of these lakes are free to all-comers, but a few of the most easily accessible are in the hands of private parties who have formed fishing-clubs, erected club-houses, and make a faint pretence of preserving the waters. The tourist, with any ordinary letters of introduction, will find no difficulty in obtaining permission to fish these lakes, the hospitality of Canadians in this regard being proverbial.

Should, however, the visitor prefer to taste the delights of the wild wood unfettered by the restraints of civilisation, he may engage a couple of guides, provide himself with a tent, a birch-bark canoe, and a few simple cooking-utensils, and in a few hours find himself encamped beneath the shade of the 'forest primæval', apparently as far removed from the trammels of society as though he were in the interior of the 'Dark Continent'. The cost of such a trip will, of course, vary according to the requirements of the tourist, but it may be kept within very moderate limits. The wages of the guides will be from \$1.50 to \$2 per day. A birch-bark canoe of the requisite size can be bought for about \$20 and should be readily resold for about half its original cost; but, if preferred, the guides will provide this, as well as a tent, charging a moderate sum for their use during the trip. Cooking-utensils, including the indispensable frying-pan, which plays so important a part in Canadian forest cookery, will cost only a trifle; while for provisions the true woodsman will content himself with a flitch of bacon, a few pieces of fat salt pork, and such a supply of canned vegetables and fruit as his tastes and the length of his stay may call for. These, supplemented by the product of his rod and line, should amply suffice for the needs of a genuine sportsman, and as there will probably be a few scattered settlers in the vicinity of his camping ground from whom eggs, milk, potatoes, and, occasionally, butter may be procured, all the reasonable requirements of the inner man will be fully satisfied. He should, however, be careful to furnish himself with a mosquito net for protection at night against the assaults of these little winged pests, which otherwise would prove a serious drawback to his enjoyment.

The fishing for *Trout* (*Salmo fontinalis*; speckled or brook trout) is at its best as soon as the ice is fairly out of the lakes — *viz.* about the end of May and during the month of June and early part of July, when the fish are found in the shallow water and rise readily to the fly. Later, as the water becomes warm, they seek the deeper parts of the lakes and are only to be captured by deep trolling and bait-fishing, until towards the middle of September, when instinct impels them to the vicinity of their spawning-grounds. The angler in Canadian lakes need give himself but little concern about the character of the artificial flies he requires for his trip. A dozen varieties of medium size are all he will need, and these can readily

be obtained in the local shops. The Canadian trout, unlike their British brethren, are not fastidious. They, however, rank with the finest trout in the world for beauty of form and marking and for excellence of flesh. Specimens of 5-6 lbs. are considered large, but they sometimes reach double that weight.

Should the angler seek a nobler quarry, he can betake himself to the beautiful Lake St. John (p. 54), the home of the famous *Ouananiche* ('Wah-na-nish'), the fresh-water salmon of Canada. This is a true *Salmo Salar*, which has been shut off from access to the sea through some upheaval. It bears a strong resemblance to its progenitor, whom it excels in rapacity and gameness, but it rarely exceeds six or seven pounds in weight (comp. p. 55).

The tributaries of the St. Lawrence, especially those on the N. shore of this noble river, have long been famous for their *Salmon* (*Salmo salar*) fishing. They are, however, almost entirely held by private owners; and, as the pools are limited in number, it is not easy to obtain leave to capture this monarch of game fish. There are still, however, many fair streams where fishing may be hired by the day or for longer periods. The outlets of these rivers abound with *Sea Trout* (*Salvelinus fontinalis*) of large size, which come in with each tide and afford fine sport to the angler, as they rise freely to the fly and are commonly taken from three to six pounds in weight. This fishing is open to all and is at its best from the latter part of June to the end of July, though the trout continue to run up the rivers for the purpose of spawning till September. These streams are easily reached by means of the Intercolonial Railway (see R. 13), which forms a direct route to the fishing and summer resorts of the lower St. Lawrence and Baie des Chaleurs as well as to those of New Brunswick and Nova Scotia. Both these last-mentioned provinces abound in lakes and streams, most of them well stocked with trout of large size. They are free to all legitimate fishermen. For some account of the fine salmon and trout fishing of the New Brunswick rivers Restigouche, Nepisiguit, Miramichi, and Tobique, comp. pp. 66, 68, 69, and 136. See also p. 134.

The *Lake Trout* (*S. namaycush*; also called salmon-trout, forked tail trout, and touladi) is the prevailing trout in Canada and sometimes attains a weight of 40 lbs. It rarely rises to the fly, and is generally taken by bait-hooks sunk near the bottom of the river.

The *Pike* (*Esox lucius*) is similar to the English variety and is widely scattered. In some of the tributaries of Lake St. John it has been taken nearly 50 lbs. in weight. — The *Maskinonge* (*Esox nobilior*), the largest member of the pike family, prevails extensively in the St. Lawrence, Lake Memphremagog (p. 14), and many other waters. ♀

The *Perch*, the *Ouitouche* (*Perca fluviatilis*), and the *Pickereel* or *Doré* (*Stizostedium vitreum*) are also widely distributed and afford good sport.

As the traveller proceeds towards the W. he will find in the vicinity of Ottawa, the political capital of the Dominion, scores of lakes, similar in character to those already described, some of them abounding in *Black Bass* (*Myropterus Dolomieu*) from two to six pounds in weight, the larger size being by no means rare. These are most readily captured by trolling or fishing with a live minnow, though during the month of July they take the fly readily. Catches of thirty or forty of these game fish to a single rod in the course of a few hours are not uncommon; and the struggles of a five pound bass on a light fly-rod will afford the angler a sensation he will not readily forget. Their flesh is excellent eating. This region also has lately been made easily accessible by the construction of the Ottawa and Gatineau Valley Railway, which is being extended to the headwaters of the Gatineau river through a district hitherto trodden only by the lumberman and a few wandering Indians (see p. 148). — Another famous sporting-district, heretofore difficult of access, is being opened up by the Ottawa and Parry Sound Railway now in course of construction (comp. p. 143). This line runs from Ottawa to Parry Sound on Georgian Bay and passes through the famous sporting-districts of Muskoka and Opeongo. — The Rideau Lakes (p. 149) are also within easy reach of Ottawa and abound with black bass, pickerel, and lake-trout.

All along the lines of the Canadian Pacific and Grand Trunk Railways the tourist as he wends his way towards the N.W. will have ample opportunity of indulging his piscatory tastes. From Toronto the great range of the Muskoka and Midland Lakes lies open to the angler and can be reached with ease and comfort (comp. R. 34). All these lakes teem with fish, and the sportsman can either take up his abode in one of the numerous hostelries, with which the shores of the principal lakes are studded, or camp in comparative solitude on one of the many islands.

Moving on to the W. along the line of the Canadian Pacific Railway, the traveller crosses numberless lakes and rivers, most of them abounding in fish. On many of the best fishing-streams, where the dense forest made access almost impossible except to the experienced woodsman, the railway company has cut 'trails' (paths) leading direct to the best fishing-points; but the angler will probably prefer to push on to Nepigon Station (p. 191), situated on the famous trout river of that name. The reputation of this wonderful stream has been so widely spread among the followers of the gentle art, that detail is unnecessary. Suffice it to say that speckled trout three, four, five pounds in weight are common, while even eight-pounders are occasionally taken. *Whitefish* (*Coregonus clupeiformis*) also afford fine sport in this district. They rise freely at small flies and run as high as three pounds in weight. They resemble much the grayling of the English streams, having very tender mouths and requiring skilful handling before they can be landed. Away onward

from this point to Winnipeg there is a succession of lakes and streams, a description of which would be only a repetition of what has already been written.

Most of the prairie streams and lakes near Winnipeg are well stocked with trout, pike, pickerel, black bass, and other fish. Farther to the W., at Calgary (p. 204), fine fishing for mountain-trout may be obtained in the Bow and its tributaries. Banff (p. 207) is another excellent sporting-centre, which offers the additional inducement of luxurious accommodation in its fine hotel. The Lower Kootenay River (p. 218), still farther to the West, teems with mountain-trout of fair size. The Canadian Pacific Railway Co. has built several fishing-camps on the river between Robson and Nelson, each with accommodation for 6-8 persons, while camp-supplies may be obtained at the Company's store in Robson. There is also good fly-fishing at several points nearer the coast, notably at Coquitlan, 17 M. by train from Westminster Junction (p. 222), where there is a good hotel. The Capitano and Seymour creeks, about an hour's row across the bay from Vancouver (p. 223), afford good trout-fishing. Large numbers of salmon are caught in the bay by trolling, as the Pacific Coast salmon will not rise to a fly; but this mode of capture will hardly commend itself to the genuine sportsman.

Shooting. In the foregoing remarks reference has been made only to fishing, that being the sport most readily available to the tourist, and coming within the scope of an ordinary summer trip.

Shooting in Canada does not, as a rule, commence before Sept. 1st, but it may be said here that in most of the districts already referred to, good sport with rifle and shot gun can be had in the proper seasons, which may be ascertained by a glance at the synopsis of the Game Laws of the various provinces annexed to this article (p. lix).

Nothing can surpass the charm of a hunting-trip in the Canadian woods during the months of Sept. and October. The forest-trees are beginning to don their gorgeous fall livery; the air, fresh and balmy during the day, is yet sufficiently crisp and bracing at night and early morning to make the blazing camp-fire thoroughly enjoyable; while the winged pests, which detract so much from the sportsman's enjoyment during the summer months, have beaten a retreat to their winter quarters.

The chief ambition of the sportsman on his first visit to Canada will probably be to kill a *Moose* (*Alce Americanus*), the male of which is frequently 8ft. high, weighs 1500 lbs., and has horns weighing 60-70 lbs. and measuring 5-6 ft. from tip to tip. Good moose heads and antlers are sometimes valued at \$100-300, even in Montreal or Quebec. In Sept. and Oct. moose are often surprised and killed while wading in the cool waters of inland lakes, where they feed on the roots and stems of aquatic plants. Like the red deer (see p. liii) the moose 'yard' in winter, the yard consisting of a

cedar or spruce swamp, round or through which they make beaten tracks in their rambling. They are thus easily traced by the guides, when once the yard has been discovered. A yard sometimes contains 40 or 50 animals. After a fresh fall of snow, hunters on snowshoes can easily overtake the moose, whose great weight causes them to sink in the snow. Indian and half-breed guides frequently attract moose by imitating their cry. The animal crashes passionately towards the sound and meets its doom. A repeating rifle is a necessity, for a wounded bull-moose will turn upon his assailant. In no case need the hunter expect to kill this monarch of the forest without the expenditure of much labour and skill, and a true eye and steady nerve are required for the final shot.

Perhaps the moose-hunter cannot do better than make his first essay in Nova Scotia. There are three recognised sporting-districts in this province: the Northern, which comprises the counties of Cumberland and Colchester; the Eastern, which includes portions of East Haliburton, Guysborough, and Pictou; and the Western, which takes in all the country to the W. of a line drawn from Halifax to Yarmouth. Of these districts the last is probably the best; and moose are reported 'plentiful' and increasing in numbers. The immense extent of wild and uncultivable land in Quebec and Labrador, stretching N. to Hudson Straits and Bay, is another enormous game preserve in which the moose occurs in large numbers. Moose abound in the country traversed by the Lake St. John Railway (R. 11), and one of the large feeders of Lake St. John is named Ashuapmouchouan (p. 54), or 'river where they hunt the moose'. This noble game is also plentiful near Lake Abitibi (p. 189), and Mattawa (p. 189) is a noted centre for British and American moose-hunters.

The *Caribou* (*Tarandus hostilis*), of which adults weigh 300-500 lbs., is even more widely distributed than the moose, occurring in nearly all the unsettled parts of Quebec, Nova Scotia, New Brunswick, and Ontario, as well as in the North-West Territories and British Columbia. In Quebec the most popular caribou grounds are on and about Les Jardins, near the headwaters of Murray Bay River, the name being derived from the luxuriant growth of coarse grass, which is sprinkled with occasional clumps of bushes and trees, forming admirable screens for the hunter. The district is reached by a drive of 40 M. from Baie St. Paul (p. 57) and a subsequent tramp of a few miles through wood. Another excellent hunting-ground for caribou is at La Belle Rivière, to the S. E. of Lake St. John. In the wilds about Ungava Bay, peopled exclusively by Esquimo and Indians, the caribou is shot late in autumn by hundreds and thousands, the officials of the Hudson Bay Co. at Fort Chimo depending principally on its flesh for subsistence during winter.

The common *Red Deer* (*Cervus Virginianus*), which is much

smaller than the caribou and by far the most graceful of the American Cervidæ, occurs in all provinces of the Dominion except Nova Scotia and Prince Edward Island. In Quebec it prevails on the S. of the St. Lawrence, towards the frontiers of Maine. To the N. of the St. Lawrence it occurs only in the W. part of the province, between the St. Maurice and the Ottawa. Red deer are so plentiful in the Metapedia Valley (p. 66), that they sometimes run for miles in front of the trains of the Intercolonial Railway (R. 13).

The *Black Bear* (*Ursus Americanus*) is common all over Canada. It hibernates in winter, but may be met and killed at any other time of the year. Unless attacked, it usually flees before the hunter, but invades farm settlements at night, carrying off sheep and calves. It is often shot while swimming rivers. At Lake Temiscamingue (p. 189) three sportsmen recently killed seven bears in one afternoon. It is abundant in the Saguenay country and near Lake St. John and the rivers that feed it. The fur is highly prized.

The principal fur-bearing animals are the *Beaver* (*Castor Canadensis*), the *Mink* (*Putorius vison*), the *Otter* (*Lutra Canadensis*), and the *Marten* (*Mustela Americana*). None of these may be killed between April 1st and Nov. 1st.

The *Canadian Hare* (*Lepus Americanus*) is smaller than the English hare, being little larger than a rabbit, and turns white in winter. It is not so plentiful as formerly, snaring being allowed and freely practised.

Good fowling may be obtained in almost every part of Canada, though game-birds of all kinds are naturally scarcer in the vicinity of large cities. *Duck* and *Snipe* abound in Nova Scotia. *English Pheasants* have lately been imported by the Halifax Fish and Game Club; they are said to stand the winter well and to be increasing rapidly. New Brunswick offers equal inducements to the sportsman. The best localities are traversed by the New Brunswick Railway, now embodied in the Canadian Pacific System (R. 7). On the upper Tobique (p. 136) and a few miles back in the woods moose and bear are numerous. A village of Abenakis Indians is located at the confluence of the rivers, and the residents have a good reputation as reliable guides.

In the district of Lake St. John (R. 11) excellent sport may be had with red deer, bear, duck, and *Ruffed Grouse* (*Bonasa Umbellus*), while an occasional moose or caribou may fall before the rifle of the hunter. These, added to the incomparable ouananiche fishing (p. 1), should form a bill of fare calculated to satisfy the most *exigeant* sportsman. The districts adjoining most of the summer-resorts on the lower St. Lawrence offer similar inducements.

In the neighbourhood of Three Rivers (p. 33) and Sorel (p. 35) capital duck, snipe, and woodcock shooting may be had in the marshes bordering on the river, and a few days may profitably be spent in these localities.

The Rideau Lakes and River (p. 149), within a short distance of the city of Ottawa, afford very fair sport with duck and snipe, while a short distance inland from the margin of the lake a fair number of deer may be obtained. The easy access to this district from the city, though convenient for the tourist whose time is limited, militates to some extent against the increase of the game.

The district already referred to as being opened up by the Ottawa and Gatineau Valley Railway (see p. li) will afford a new and almost virgin field to the sportsman. The forests all along the line of the railway abound with deer, caribou, and bear, while a short distance to the N. of the terminus of the line, moose are said to be plentiful.

The region of Parry Sound (pp. 164, 160, 161, 181), Georgian Bay (p. 180), and the Muskoka Lakes (R. 34) are now so much frequented by summer-visitors that good shooting is not so plentiful as it was a few years ago; still, fair sport can be obtained by the tourist who desires to combine the comforts of civilized life with the pleasures of the chase.

Sharbot Lake (p. 151), easily reached from Ottawa, is a noted place for duck, which seem to make it a resting-place during their journey to their breeding-grounds farther to the N. Very heavy bags are frequently made there. — All the extensive chain of lakes in the neighbourhood of the town of Peterborough (p. 151) and lying to the N. of the river Trent (p. 152) afford good sport for fowling-piece and rod. All these localities are accessible by means of the Canadian Pacific and Grand Trunk Railways. — Farther to the W., in a portion of the country lying between London (p. 166) and Chatham (p. 166), *Wild Turkey* may still be found, but they are protected by law till Oct., 1897. *Quail* (*Oryx Virginianus*) abound in this district; but, as is usually the case in the neighbourhood of all populous towns, they are subjected to too much shooting and are likely ere long to become scarce. They afford excellent sport over good dogs.

Below Chatham are the famous Lake St. Clair Marshes (p. 165), where a good shot will frequently kill over a hundred big duck in a single day's shooting. The finest portions of the marshes are strictly preserved, but good mixed bags of woodcock, snipe, quail, plover, and duck may be made at other points on the lake. Wild geese are plentiful in the spring and are usually shot from 'blinds' erected on the line of flight. Hotel accommodation can be had in the neighbourhood.

All the tributaries of the Ottawa River (R. 31, 41) afford good sport for gun and rod and have the advantage of being within easy distance of central points. Ottawa is as good a point as any for the sportsman's headquarters, while further up the main line of the Canadian Pacific Railway the thriving town of Pembroke (p. 188) offers an excellent '*point d'appui*'. — Moving to the W. along the

transcontinental line, we come to Mattawa (p. 189), a good starting-point for the big game country. Deer abound, as also do black bear, while moose are as plentiful as that noble animal can reasonably be expected to be (comp. p. liii). Guides, boats, and canoes can readily be obtained here. Lake Temiscamingue (p. 189), easily reached from this point, is surrounded by virgin forests abounding in game, moose, caribou, and bear. — Following up the main line of the railway, we reach North Bay (p. 189), within easy distance of which splendid sport with fur and feathered game may be had. Judging from the abundance of moose-tracks to be found in this vicinity, the sportsman may confidently look forward to grand sport as soon as the time of protection has expired, which will be in Oct., 1895.

From this point onwards to Winnipeg there is a succession of lakes and streams, fishing and shooting grounds, a description of which would only be a repetition of what has already been said; but as soon as the capital town of Manitoba is reached the conditions become entirely changed. Now we have a vast expanse of rolling prairie land, nearly 1000 M. wide, dotted over with numberless lakes and swales which have for centuries past been the resort of the migratory water fowl on their journeys to their breeding-grounds in the far North. Here the true sportsman, who enjoys watching the working of his well-trained dogs almost as much as the shooting itself, will find sport of a varied character and may safely count on a well-filled bag within a few hours' journey from Winnipeg. Duck and geese of every variety, *Snipe*, *Golden Plover*, and *Prairie Chicken* (*Cupidonia cupido*) abound, while farther afield, in the extreme East of Manitoba, there is a fine country for moose. Taking the town of Winnipeg as a starting-point, the sportsman can have a choice of an infinite variety of trips according to the character of the game he wishes to pursue. Everything necessary for these excursions can readily be procured at Winnipeg (comp. pp. 198, 199, 194). Shoal Lake (p. 199) abounds in wild fowl, while in the unsettled country to the N. of the lake are many *Black-tail Deer* (*Cervus macroeis*) and a few moose and elk. Whitewater Lake, Lake Winnipeg (p. 194), and Lake Manitoba (p. 196) afford enormous bags of wild ducks, and big game can be had in the vicinity.

Father to the W., near Maple Creek (p. 202) and Medicine Hat (p. 203), is what is known as the 'Antelope Country'; and to the N. of Calgary (p. 209) is the 'Red-deer Region', a fine one for big game, though as yet seldom visited.

Away through the heart of the Rocky Mountains, in the midst of the grandest scenery the world has to show, the ardent sportsman will find farther varieties of game. The *Wapiti* or *American Elk* (*Cervus Canadensis*), moose, deer, caribou, *Mountain Sheep* (*Ovis Canadensis*), *Mountain Goat* (*Haploceros*), and even the *Grizzly Bear* (*Ursus horribilis*), monarch of the mountains, may fall before his rifle. The construction of the railway through the Rockies has

naturally driven back the game some little distance from the track, but there are numerous places along the line, whence the resorts of the big game can easily be reached, with the help of local guides. The railway officials will always be found ready to give information and facilities to sportsmen. Banff (p. 207) is one good centre. The steamers ascending the Columbia from Golden (p. 213) afford access to a fine game country. There is always a fair chance of meeting mountain goat and sheep in the Asulkan district (p. 216), where the railway company has erected a roomy chalet.

On Vancouver Island, within a short distance of Victoria (p. 225), grouse and quail are plentiful; while a short journey into the interior of the island brings us to the ranges frequented by deer and bear.

It should be borne in mind by the sportsmen who propose to hunt the 'big game' of Canada that repeating rifles of the heaviest make will be found the most desirable.

In addition to the above article, the sportsman should consult the excellent pamphlet, written by *E. W. Sandys* and published by the Canadian Pacific Railway Co. under the title of 'Fishing and Shooting'. See also 'Sporting Resorts', by *Arthur G. Doughty*, published by the Grand Trunk Railway.

Lacrosse is the national game of Canada and takes precedence of all others in the public estimation. It is a modern variation of the 'ball game' as originally played by some of the Indian tribes and described by various writers. It demands great skill, activity, and endurance, and is unquestionably one of the most attractive of all pastimes for the onlooker, being full of incident, simple in its nature, and 'easily understood of the people'. The *National Lacrosse Association*, comprising representatives of the principal clubs in Ontario and Quebec, regulates the dates and locality, and establishes the rules, of the annual matches for the championship. A championship match usually brings together an immense crowd of spectators. The championship for 1893 is held by the 'Capitals' of Ottawa.

The enthusiasm of the spectators for a favourite club is sometimes carried to excess, and some of the principal matches have lately been disgraced by a rowdyism which, if not put down with a strong hand, cannot fail to bring the game into disrepute. Another cause of dissatisfaction to the spectators is the rule allowing an interval of 10 min. between each game of the match. As it often happens that a game is decided in 2 or 3 min., or even less, there is sometimes more interval than play. This absurd rule has been promptly discarded by the English Lacrosse Clubs and should certainly be modified in Canada also.

Cricket. The principal clubs are those of Toronto, Montreal, Ottawa, Winnipeg, Victoria, and St. John; while Halifax turns out a strong team, largely recruited from the British garrison. There is an *Association*, which selects players to represent All Canada in the annual match with the United States and against other visiting teams. The game, however, excites little general interest.

Golf is played at Quebec, Montreal, Ottawa, Kingston, and

Toronto. The Quebec Club is the oldest, dating from upwards of 20 years ago (links, see p. 45). Montreal ranks next in seniority (p. 20), while the other clubs are of comparatively recent origin. Great interest has, of late, been taken in the game; and visiting golfers may be assured of a warm welcome. An Inter-Provincial Tournament promises to be an annual event. The St. Andrews rules are generally followed.


Hockey is played in Canada only as a winter-game, and the expertness of Canadian skaters makes a well-contested match an extremely graceful and interesting sight. There is much rivalry between the clubs of the different cities, and the present championship is held by the *Montreal Amateur Athletic Association* (p.20).

Skating can be enjoyed to perfection in Canada from Dec. to March. Almost every city or town has one or more covered skating-rinks (comp. p. 20), which are well attended by both sexes. Most of them are lighted by electricity; and the fancy-dress carnivals held in them afford a unique and very attractive spectacle.

Snowshoeing. Every town in Canada has its snowshoe club, and in the cities and larger towns they are numerous. Each club has its distinctive uniform of bright-coloured blanket-coat and 'tuque' (cowl), so that a procession of snowshoers tramping across the snow on a clear moonlight night, rousing the echoes with their songs and choruses, is a most attractive sight, and one not to be witnessed outside of the Dominion of Canada. The art of walking on snowshoes is not quite as easy as it looks, but can be acquired after a little practice.

Tobogganing is an extremely popular winter amusement in Canada with all classes, from the small boy who slides down a steep hill on his 'bob-sled' to the élite of society who flock to Rideau Hall on Saturday afternoons to enjoy the facilities afforded by the viceregal slides. A 'toboggan' is constructed of thin pieces of board about 18 inches wide, curved upwards at one end and varying in length from 4 to 8 ft., according to the number of persons it is designed to carry. A long cushion is placed on it for the passengers; and the frail conveyance rushes down the snow-covered declivity at the speed of an express train. The steersman, in the rear, directs its course with hands and feet. The sport is most exhilarating and has a sufficient spice of danger to make it exciting. The toboggan is an invention of the Indians, who use it to drag burdens along the snow.

Yachting and Boating. Toronto is the headquarters of these sports, its fine lake-frontage affording special facilities for regattas. A yacht club and several rowing-clubs are located here (comp. pp. 154, 159). Halifax is another yachting-centre (p. 75), and there are rowing and canoe clubs at Montreal, Ottawa, Lachine (p. 187), and other places. Numerous regattas, open to all amateurs, are held annually.

 **Curling** is seen at its fullest perfection in Canada. In Quebec and E. Ontario metal 'stones' are in vogue instead of the granite ones commonly used in Scotland. Nearly all the Canadian rinks are in covered buildings; and, as the ice is very carefully looked after, a nicety of play is attainable that would be a revelation to old-fashioned curlers accustomed to the rough-and-ready style of the open-air game. Montreal has three curling clubs (p. 20), each with a large membership and a commodious club-house. Ottawa has also three, including the 'Governor-General's Club', with a private rink attached to the viceregal residence (p. 147). Quebec has a club important both for its size and for its records of past victories. Many of the smaller towns also boast of rinks. Matches between the various clubs are frequent throughout the winter. The rules observed are those of the 'Royal Caledonian Curling Club'.

Football flourishes in Canada, and clubs exist in all the principal cities. The Rugby Union rules are most generally adopted.

Cycling is not so much in vogue as it would be if the country-roads were better. There are, however, clubs in most of the larger cities, and annual race-meetings are held.

Bowling is practised in all the large cities, usually in clubs belonging to the athletic associations.

Baseball has gained but a slight footing in Canada, and it can, as yet, hardly be classed as a popular game.

Athletics. Several athletic clubs of considerable importance have their headquarters in Canada — notably those of Montreal, Ottawa, and Toronto — and are rapidly increasing in size and influence. They own commodious club-houses and extend a cordial welcome to all visiting athletes.

Lawn Tennis still lags behind that of Great Britain or the United States. Clubs exist in most of the principal towns and cities, but there is not much general enthusiasm about the game. An annual tournament is held under the auspices of the *Canada Lawn Tennis Association* (at Ottawa in 1894); and the 'Queen's Tournament', which takes place in Aug. at Niagara-on-the-Lake (p. 167), also attracts many competitors.

Horse Racing. Flat races and steeple-chases take place in Montreal during spring and autumn, under the auspices of the Hunt Club (p. 20); but the most important race-meeting is that held on the Queen's birthday at Toronto, when the 'Queen's Plate' is contested. — Trotting races are frequently held both in summer and winter, but seldom possess more than a local interest.

Summary of Fish and Game Laws.

Close Seasons.

Ontario. For salmon, lake-trout, and whitefish, Nov. 1st. to 30th. Speckled trout (brook or river), Sept. 15th to May 1st. Bass, pickerel, and maskinonge, April 15th to June 15th. — Ducks of all kinds, Dec. 15th to Sept. 1st. — Deer may be killed only between Oct. 20th and Nov. 15th. Moose and caribou are protected entirely until Oct. 25th, 1895.

Quebec. Salmon, Aug. 15th to Feb. 1st. Speckled trout, Oct. 1st to Jan. 1st. Lake-trout and ouananiche, Oct. 15th to Dec. 1st. Net fishing is entirely prohibited. — Duck of all kinds, May 1st to Sept. 1st. — Caribou and moose, Feb. 1st. to Sept. 1st. Deer, Jan. 1st to Oct. 1st. The hunting of these animals with dogs is prohibited, and not more than two moose, two caribou, and three deer may be killed by one person in a season. The export of deer and all game birds is forbidden.

New Brunswick. Moose, caribou, deer, Jan. 15th to Sept. 1st. Cow-moose protected at all times. — Other provisions similar to those of Quebec. — License required from non-residents for hunting and shooting. Fee \$20.

Nova Scotia. Moose and caribou from Feb. 1st to Sept. 15th. No person may kill more than two moose and four caribou during any one season. No hunting with dogs allowed. — Salmon, Aug. 15th to Feb. 1st. Trout, Oct. 1st to April 1st. — License required for non-residents.

Prince Edward Island. Speckled trout, Oct. 1st to Dec. 1st. Salmon trout and whitefish, Oct. 15th to Nov. 30th. Smelts, April 1st to July 1st. Sturgeon, May 15th to July 15th.

Manitoba. Deer, Jan. 1st to Oct. 1st. — Duck of all kinds, May 1st to Sept. 1st. Woodcock, plover, and snipe, Jan. 1st to Aug. 1st. — Lake-trout and whitefish, Oct. 5th to Dec. 15th. Speckled trout, Sept. 15th to May 1st. Maskinonge, April 15th to June 15th.

North-West Territories. Elk, moose, caribou, antelope, and mountain sheep, Feb. 1st to Sept. 1st. Limit, six head to each person during one season. — Duck, geese, and snipe, May 15th to Sept. 1st. Grouse, partridge, pheasant, and prairie chicken, Jan. 1st to Sept. 1st. License fee for non-residents \$5 each. — Speckled trout, Oct. 1st to Jan. 1st.

British Columbia. Deer, elk, caribou, mountain sheep, and mountain goats, Jan. 1st to Sept. 14th. Cow-elk protected at all times. — Grouse, partridge, pheasant, prairie fowl, and quail, Feb. 1st to Sept. 1st. Hen-pheasant protected at all times. — Trout, Oct. 15th to March 15th.

XI. Bibliography.

The following is a very small selection of the most recent, interesting, and easily accessible books on some of the main topics on which visitors to Canada should be informed. A few of the best records of the impressions of English travellers are included. Numerous other works of local interest are referred to throughout the text of the Handbook.

The visitor to Canada, who wishes thoroughly and intelligently to enjoy his tour, should certainly be familiar with the fascinating pages in which *Francis Parkman* (d. 1893) tells the romantic story of the rise and fall of the French Dominion in Canada. Arranged in the chronological order of their subjects, his works are as follows: — 'The Pioneers of France in the New World' (1512-1635); 'The Jesuits in North America' (1634-70); 'La Salle and the Discovery of the Great West' (1643-89); 'Count Frontenac and New France under Louis XIV.' (1620-1701); 'The Old Régime in Canada' (1653-1763); 'A Half-Century of Conflict' (1700-48); 'Montcalm and Wolfe' (1745-64); and 'The Conspiracy of Pontiac' (1663-1769). Mr. Parkman made extensive use of the Archives of the French Ministry of Marine, of the 'Jesuit Relations', of the accounts of the voyages of Cartier, Champlain, etc., and of French and Canadian state-papers of all kinds.

The most comprehensive history of Canada is that of *William Kingsford*, LL. D., the sixth vol. of which, reaching to 1779, was published in 1893. — Other histories are those of *J. M. McMullen* (new edit., 1892), *Dent* (1883), *Miles* (1872), *F. X. Garneau* (4th edit., 1883), the *Abbé Faillon* (1865), the *Abbé Ferland* (2nd ed., 1882), and *Reveillaud* (1888) — the last four in French. The student should also consult *Justin Winsor's* 'Narrative and Critical History of America'. Perhaps the best manual is the 'School

History of Canada', by *Miles*. Comp. also *J. G. Bourinot's* 'Parliamentary Procedure and Government in Canada' (2nd ed.; 1892), and the same author's 'Manual of the Constitutional History of Canada' (1888). — Among other works that may be mentioned in this connection are *Goldwin Smith's* 'Canada and the Canadian Question' (1891), *Sir Charles Dilke's* 'Greater Britain' (2nd ed., 1885), and *Prof. Seeley's* 'Expansion of England' (1883). — *F. A. McCord's* 'Handbook of Canadian Dates' (1888) may be found useful.

Among descriptive works the first place must be given to 'Picturesque Canada' (1884), a large and handsomely illustrated work, edited by *Principal G. M. Grant*. Among other more or less recent books of description and travel are 'The Dominion of Canada', by *Charles Marshall* (1874); 'My Canadian Journals', by *Lady Dufferin* (1891); 'Canadian Pictures', by the *Marquis of Lorne* (1885); 'Through Canada with a Kodak', by *Lady Aberdeen* (1893); 'England and Canada', by *Sandford Fleming* (1884); 'Ocean to Ocean', by *G. M. Grant* (1877); 'The Barren Grounds of Northern Canada', by *Warburton Pike* (1891); 'On Canada's Frontier', by *Julian Ralph* (1892); 'The Great Lone Land' and 'The Wild North Land', by *Capt. W. F. Butler* (1873-4); 'Hudson Bay, or Every-Day Life in the Wilds of North America', by *R. M. Ballantyne*; 'Impressions of a Tenderfoot', by *Mrs. Algernon St. Maur* (1890); 'By Track and Trail through Canada', by *Edward Roper* (1891); 'The Great Fur Land', by *H. M. Robinson* (1880); and 'The North-West Passage by Land', by *Viscount Milton* and *W. B. Cheadle* (7th ed., 1867). It should be remembered that the older of the above books refer to conditions which have largely passed away.

The best short geographical account of Canada is that by *Dr. George M. Dawson* in the 'Geography of the British Colonies' in 'MacMillan's Geographical Series' (1892). See also Part II. of 'North America', by *F. W. Hayden* and *A. R. C. Selwyn*, in 'Stanford's Compendium of Geography and Travel', and 'Descriptive Sketch of the Physical Geography and Geology of Canada', by *A. R. C. Selwyn* and *G. M. Dawson* (1884; *W. Foster Brown*, Montreal). The 'Handbook for the Dominion of Canada' prepared by *Dr. S. E. Dawson* for the meeting of the British Association at Montreal in 1884 contains much interesting and valuable information not easily accessible elsewhere.

A work that is almost indispensable to the intelligent visitor to Canada is the excellent 'Statistical Year-Book of Canada', now prepared by *George Johnson*, Statistician of the Department of Agriculture, and issued annually. — The 'Reports' of the *Geological Survey* (list of publications supplied on application) and of the *Department of the Interior* also contain a great deal of matter of interest for the traveller, including accounts of exploration in wild and unvisited districts. — A good account of the resources of the country is given in 'Canadian Economics', a collection of papers read before the British Association at Montreal in 1884 (published by Dawson Brothers, now *W. Foster Brown & Co.*, Montreal).

Those interested in geological phenomena should be provided with 'An American Geological Railway Guide', by *James MacFarlane* (2nd edit., New York, 1890), in which the geological formation at every railway-station is given, with notes on specially interesting features. — Other useful books of reference are the 'Canadian Mining Manual', published annually by *B. T. A. Bell* (Ottawa), and the 'Star Almanac'.

Maps. The leading *General Maps* of the Dominion are the 'Map of the Railways of Canada' (45 M. per inch), published by the Department of Railways & Canals; an edition of the above, geologically coloured, issued by the Department of the Geological Survey; and a 'Map of the Dominion of Canada' (100 M. per inch), issued by the Surveyor-General's Office. The first and last of these can be procured by application to the Departments at Ottawa; the second must be obtained through a bookseller.

The best maps of the *Provinces* are a 'Map of the Province of Ontario' (8 M. per inch), issued by the Department of Crown Lands, Toronto; 'Quebec, with outline indications of adjacent provinces and states' (17½ M. per inch), issued by the Department of Crown Lands, Quebec;

'MacKinlay's Map of the Maritime Provinces' ($7\frac{1}{2}$ M. per inch), published by A. W. MacKinlay, Halifax; 'Map of Manitoba and of the North-West Territories of Canada' ($12\frac{1}{2}$ M. per inch), published by the Department of the Interior, Ottawa; 'Map of British Columbia' ($32\frac{1}{2}$ M. per inch), issued by the Department of Lands and Works, Victoria.

Detailed Maps of various parts of the country on larger scales are published by the Department of the Interior and the Geological Survey, Ottawa, and by the Crown Lands Departments of the Provinces. These maps can be obtained by application to the respective Departments, except those of the Geological Survey, which must be procured through booksellers.

Admiralty Charts of the Atlantic and Pacific Coasts, of the Gulf and River St. Lawrence, and of the Great Lakes may be had from the Admiralty or from the agents at Halifax, Quebec, Toronto, and Victoria.

Charts of the Great Lakes, showing the Canadian coasts, are published by the Corps of Engineers, United States Army, and may be had from the Chief of Engineers, Washington.

1. The Trans-Atlantic Voyage.

The following short account of the chief oceanic routes used by European visitors to Canada may be of service. For general hints as to the voyage, see p. xiv. Interesting accounts of the rise, progress, and working of the Atlantic steamship service are given in 'The Atlantic Ferry', by *Arthur J. Maginnis* (London, 1892; illustrated), and 'Our Ocean Railways', by *A. Fraser-Macdonald* (Chapman & Hall; 1893).

The following list of the colours of the funnels ('smokestacks') of the principal steamship lines will help the traveller to identify the steamers he meets. *Allan*, red, with black and white bands and black top; *Anchor*, black (English flag); *Beaver*, black, with two white bands; *Compagnie Générale Transatlantique*, red, with black top (French flag); *Cunard*, red, with black top; *Dominion*, red, with white band and black top; *Guion*, black, with red band; *Hamburg*, buff or black (German flag); *International (Inman)*, black, with white band; *National*, white, with black top; *North German Lloyd*, buff; *Red Star*, cream, with red star; *White Star*, salmon, with black top.

The 'day's run' of the steamer, given in nautical miles (7 'knots' = about 8 Engl. M.), is usually posted up every day at noon in the companion-way. The traveller should remember that his watch will gain $1\frac{1}{2}$ - $\frac{3}{4}$ hr. daily in going W. and lose the same amount in going E.

a. From Liverpool to Quebec and Montreal.

This is the direct ocean route from England to Canada and is that followed by the *Allan*, *Dominion*, and *Beaver* steamship companies from the middle of April to the middle of November. Quebec is 2635 nautical miles from Liverpool and is reached in 8-9 days; Montreal, 140 knots farther up the St. Lawrence, is reached in 10-12 hrs. more. The usual time on the Atlantic between Ireland and Belle Isle is about five days. Steerage passengers are landed at Quebec, but first and second cabin passengers have the option of travelling thence to Montreal by special train or (recommended) of continuing the voyage up the beautiful St. Lawrence. Quebec time is 4 hrs. 45 min. and Montreal time is 4 hrs. 55 min. behind that of Liverpool.

Liverpool, see *Baedeker's Handbook to Great Britain*. Passengers embark, according to the state of the tide, either by tenders starting from the N. end of the Landing Stage or at the Alexandra Dock. As we pass down the wide estuary of the *Mersey* we see the crowded docks of Liverpool to the right, while to the left lies *New Brighton*, with its pier, fort, and lighthouse. The mouth of the river is marked by a lightship, which we reach in about 1 hr. after starting. On leaving the *Mersey*, the steamer turns to the right (N.W.), passes to the S. of the *Calf of Man* (seen to the right), comes in sight of the coast of *Down* (Ireland) in about 9 hrs., passes through *St. Patrick's Channel* (between Ireland and Scotland), and skirts the N. coast of Ireland, affording a view of the *Island of Rathlin* (left). [Sometimes, on a clear day, the steamer passes between Rathlin and the mainland, affording a distant view (l.) of the *Giant's Causeway*.] It then

ascends *Lough Foyle* to (190 knots from Liverpool) *Moville*, the port of *Londonderry*, where mail and extra-passengers are taken on board. On issuing from *Lough Foyle*, the steamer steers at first to the W. and then, after passing *Malin Head*, the northernmost point of Ireland, to the S.W. The last part of Ireland seen is usually *Tory Island* (lighthouse) or the island of *Arranmore*, off the coast of *Donegal*. The general course followed across the Atlantic is considerably to the N. of that of the New York boats, lying (roughly speaking) between the parallels of 52° and 56° N. lat. The first land seen in the New World is the small island of *Belle Isle*, lying at the mouth of the *Gulf of St. Lawrence*.†

We then thread the *Strait of Belle Isle*, 12-20 M. wide, lying between the forbidding coast of *Labrador* (see p. 113) on the right and the island of *Newfoundland* (see p. 99) on the left. After we leave the Strait, the Gulf rapidly expands, but in clear weather land is almost continuously visible to the N. as far as *Cape Whittle* (see below). Beyond *Bradore Bay* the N. coast of the Gulf belongs to the *Province of Quebec* (p. 40). Numerous fine salmon-streams flow into the Gulf all the way from *Belle Isle* to the *Saguenay*, and many small fishing-stations may be seen along the shore. To the right, about 160 M. from *Belle Isle*, rises *Cape Meccatina*, a bold headland. At *Cape Whittle*, 80 M. farther on, our course bends from S.W. to nearly W. The steamer is now out of sight of land for about 75 M., until *Heath Point*, at the E. end of the island of *Anticosti*, is seen ahead. *Anticosti*, dividing the *St. Lawrence Gulf* into two channels, lies at a distance of 25-70 M. from the coast of *Quebec*. It is 140 M. long and 10-35 M. wide, and has few inhabitants except the lighthouse-keepers, though frequented in summer by fishermen and sportsmen. The Dominion Government maintains important signal and wrecking stations here. *Natashquan*, 80 M. from *Cape Whittle*, lies to the right, at the mouth of the river of the same name, one of the largest on the coast, and celebrated for its salmon.

The steamer passes to the S. of *Anticosti*, between it and the *Peninsula of Gaspé* (p. 67). Beyond *Anticosti* the land on both sides, which again fades out of sight for a time, belongs to *Quebec*. To the left (S.) is *Cape Magdalen*, at the mouth of the *Magdalen River*. To the right lie *Moisie* and the picturesque *Bay of Seven Islands*, celebrated in a ballad of Whittier. On *Egg Island* (right) Admiral Walker's fleet was wrecked in 1711, 800 men losing their lives (see p. 39). Our course again lies nearly due S. — The *St. Anne Mts.*, culminating in *Mt. Bayfield* (3973 ft.), are seen to the left as we near the mouth of the *St. Lawrence*.

We leave the Gulf and enter the noble **St. Lawrence River** (see p. 185) between *Cape Chat* on the left and the low *Pointe de Monts* (lighthouse) on the right, about 580 M. from *Belle Isle* and 130 M.

† In May and June the steamers enter the Gulf of St. Lawrence round the S. side of Newfoundland.

from the W. end of Anticosti. The river is here 32 M. wide. About 25 M. farther on, to the left, rise the *Paps of Matane*. The village of *Matane* lies at the mouth of the *Matane River*. The steamers not carrying mails take on the pilot at *Father Point* (p. 65), while the mail-steamers take the pilot on board and land the mails and passengers for the Maritime Provinces at *Rimouski* (see p. 65), 80 M. from the mouth of the river, here 30 M. wide. About 10 M. beyond *Rimouski* are the little village of *Bic* (p. 64) and *Bic Island*. The outline of the S. shore here is picturesque. Farther on are *Trois Pistoles* (p. 64) and the *Rosade Isles*. *Green Island*, $6\frac{1}{2}$ M. long, lies just below *Cacouna* (p. 59). Nearly opposite, on the N. shore, is the mouth of the *Saguenay* (p. 60). From this point to (132 Engl. M.) *Quebec* and (310 M.) *Montreal*, see RR. 12, 8.

b. From Liverpool to Halifax and Portland.

This is the winter route of the Allan and Dominion Steamship Lines, while the Beaver Line runs to Halifax, Boston, and New York. The Furness Line plies between Halifax and London. The distance from Liverpool to Halifax is 2480 knots (time 8 days), to Portland 2820 knots (9-10 days). Halifax time is 4 hrs. 10 min., and Portland time is 4 hrs. 35 min. behind that of Liverpool.

From Liverpool to *Tory Island*, see p. 2. The course across the Atlantic is more southerly than that above described, the first American land seen being *Cape Race*, the S.E. extremity of Newfoundland, in $46^{\circ} 40' N.$ lat. Thence we steer to the W.S.W. to (460 knots) *Halifax* (see p. 74), on the E. coast of *Nova Scotia*. The mails are put on shore here, and also those passengers who wish to continue their journey by rail (special train to Montreal and points in the W. of Canada and the United States).

From Halifax the steamer skirts the E. coast of Nova Scotia (comp. R. 15), rounds its S. extremity, and steers to the W. to Portland (p. 18).

c. From Glasgow to Quebec and Montreal.

This route is followed by [some steamers of the *Allan Line* (see p. 1). The distance from Glasgow to Quebec is 2570 knots, the time taken 10-11 days. Passengers may join the steamer at Glasgow, Greenock, or Moville. The difference of time between Glasgow and Montreal is $4\frac{3}{4}$ hrs.

Glasgow and the beautiful voyage down the *Firth of Clyde* are described in *Baedeker's Great Britain*. On leaving the estuary of the river, we round the *Mull of Cantyre* (right) and proceed to the W., along the N. coast of Ireland. Thence to *Montreal*, see R. 1 a.

d. From Glasgow to Halifax and Portland.

The Glasgow steamboats of the *Allan Line* follow this route in winter. Distance to Halifax 2435 knots (9 days), to Portland 2895 knots (10 days). Portland time is 5 hrs. behind Glasgow time.

From Glasgow to *Tory Island*, see RR. 1 c and 1 a; thence to *Halifax* and *Portland*, see R. 1 b.

e. **From Liverpool to New York.**

This is the route followed by the *Cunard*, *White Star*, and *Guion* steamship companies. The fastest steamers take about 6½ days from port to port (comp. p. xiv), the slowest 8-9 days. The distance varies from 3000 to 3100 nautical miles (ca. 3500-3620 Engl. M.), according to the course followed. New York time is 4 hrs. 48 min. behind that of Liverpool. The records for the fastest passages across the Atlantic are held at present by the fine new Cunard steamers 'Campania' (eastward passage in 5 days, 12 hrs., 7 min.) and 'Lucania' (westward passage, 5d., 12 hrs., 47 min.). For greater details of the routes to American ports, see *Baedeker's Handbook to the United States*.

From Liverpool to the mouth of the *Mersey*, see R. 1 a. Farther on, in clear weather, we see the Welsh coast to the left (S.), where the *Little* and *Great Orme's Heads* are the most prominent points, backed by the distant *Snowdon Group*. A little later we skirt the N. coast of the *Isle of Anglesey*, then turn to the left, and steer to the S.W. through *St. George's Channel*, soon losing sight of land. The *Skerries*, with a lighthouse, lie off the N.W. point of Anglesey.

The first part of the Irish coast sighted is usually *Carnsore Point*, in *Wexford*, the S.W. corner of the island. In about 10½-15 hrs. after leaving Liverpool we enter the beautiful inner harbour of *Queenstown* (about 270 Engl. M. from Liverpool), where a halt is made to take on board the mails and additional passengers arriving from England viâ the Holyhead route. Sometimes the halt is long enough to allow a visit to Queenstown, beautifully situated on *Great Island*, or even to (10 M.) *Cork*, which may be reached either by rail (½ hr.; seats to left) or by the river *Lee*.

On leaving Queenstown, we skirt the S. coast of Ireland for some distance, passing several bold rocky headlands. The last piece of European land seen is usually the *Fastnet Rock* (lighthouse), off *Cape Clear Island*, 60 M. to the S.W. of Queenstown.

In crossing the Atlantic Ocean from E. to W., the steamer descends through about 10-11 degrees of latitude (Queenstown 51° 50' N. lat., New York 40° 42' 43"). The course varies somewhat according to the season of the year and from other causes. The summer route crosses the *Banks of Newfoundland* (see p. 109). The first American land sighted is usually either *Fire Island* or the *Navesink Highlands*, each with a lighthouse. About 3 hrs. after sighting land we approach *Sandy Hook Bar*, on crossing which we enter the *Lower Bay of New York*.

The voyage thence to *New York*, through the *Narrows*, past the *Quarantine Station*, and up the beautiful **New York Harbour* (with the colossal *Statue of Liberty*, etc.), is described in *Baedeker's United States*. Custom-house formalities, comp. p. xv.

f. **From Liverpool to Boston.**

The *Cunard Steamship Co.* maintains a weekly line of steamers between Liverpool and Boston (2875-2975 knots, in 9-10 days). Boston time is 11 minutes ahead of that of New York.

The route is substantially the same as that to New York (R. 1e). *Boston*, see p. 12.

g. From Southampton to New York.

In 1893 the *Inman & International Steamship Co.* changed its starting-point from Liverpool to Southampton (3075 knots to New York; $6\frac{1}{2}$ -7 $\frac{1}{2}$ days). Passengers are conveyed free of charge from London to Southampton, where they embark directly from the wharf. Southampton time is 4 hrs. 54 min. ahead of that of New York.

Southampton, see *Baedeker's Great Britain*. The steamer descends *Southampton Water* and passes through the *Solent*, affording a good view of the *Needles* to the left (lighthouse). The time of the voyage is reckoned from this point. To the right is *St. Alban's Head*. *Eddystone Lighthouse* (one fixed and one flashing light) is seen to the right, in *Plymouth Bay*. The last European land sighted is the *Scilly Isles* (lighthouse), off the S.W. extremity of Cornwall. — The rest of the voyage is similar to that described in R. 1e.

h. From Hamburg to New York.

The EXPRESS STEAMERS of the *Hamburg-American Packet Co.* ply to New York viâ Southampton ($7\frac{1}{2}$ -8 days; from Southampton to New York, 3075 knots, in $6\frac{1}{2}$ -7 days), and the REGULAR MAIL STEAMERS run either viâ Havre or to New York direct (3505 knots, in 10-11 days).

The Express Steamers start from *Cuxhaven*, at the mouth of the Elbe, 58 M. from Hamburg, to which passengers are forwarded by special train, while the other boats start from Hamburg (see *Baedeker's Handbook to Northern Germany*) itself (wharf at the Grosse Grasbrook). At Cuxhaven and Southampton passengers embark by tenders. Passengers are carried between London and Southampton free of charge, generally by special trains. New York time is 4 hrs. 54 min. behind that of Southampton and 5 hrs. 35 min. behind that of Hamburg.

The Hamburg-American Co. has also a regular line of emigrant steamers (Hansa Line) from Hamburg and Antwerp to Canada. Emigrants from Great Britain join the steamer at Antwerp.

Leaving *Cuxhaven*, the steamer steers to the N.W., passing the three *Elbe Lightships* and affording a distant view of the red rocks of *Heligoland* to the right. Various other German, Dutch, and Belgian lights are visible. The first English lights are those of the *Gallopier Lightship* and the *Goodwin Sands*, while the first part of the coast to come in sight is usually near *Dover*. Farther on we pass through the *Straits of Dover*, with the English and French coasts visible to the right and left. The steamer of the direct service either keeps on its way through mid-channel or diverges to the left to call at *Havre* (comp. p. 6), while the express steamer hugs the English coast, passes between the *Isle of Wight* and the mainland (with *Portsmouth* to the right), and enters *Southampton Water* (430 knots), where it generally anchors off *Calshot Castle*, to receive the British mails and passengers from *Southampton* (see *Baedeker's Great Britain*). Thence to New York, see R. 1g.

i. From Bremen to New York.

The best steamers of the *North German Lloyd* (*Norddeutscher Lloyd*) run to New York (3560 M., in 8 days) viâ Southampton, but others run to New York direct. The steamers start from (40 M.) *Bremerhaven*, at the mouth of the *Weser*, to which passengers are forwarded by special train. See *Baedeker's Northern Germany*. New York time is 5½ hrs. behind that of Bremen.

On issuing from the mouth of the *Weser*, the steamer steers to the N.W., with the *Jahdebusen* opening to the left. A little farther on it passes the *East Frisian Islands*. The rest of the voyage is similar to that described in R. 1g. *Southampton* is 460 M. from *Bremerhaven*.

j. From Havre to New York.

This route is followed by the French steamers of the *Compagnie Générale Transatlantique*. The distance is 3200 knots and the average time 6½-7½ days. Some of the Hamburg steamers (R. 1h) also call here. New York time is 5 hrs. behind that of Havre.

Havre, see *Baedeker's Handbook of Northern France*. The steamer steers out into the *English Channel*, affording distant views (left) of *Cape La Hogue*, *Cape La Hague*, and the *Channel Islands*. The farther course of the voyage resembles that of the German steamers above described.

k. From Antwerp to New York.

This is the route of the *Red Star Line* (3325 M., in 8 days). New York time is 5¼ hrs. behind that of Antwerp.

Antwerp, see *Baedeker's Handbook to Belgium and Holland*. The steamer descends the *West Schelde*, with the Dutch province of *Zealand* on either side, passes *Flushing*, on the island of *Walcheren* (right), and enters the *North Sea*. Its subsequent course is similar to that of the German steamers (see above).

l. From Rotterdam to New York.

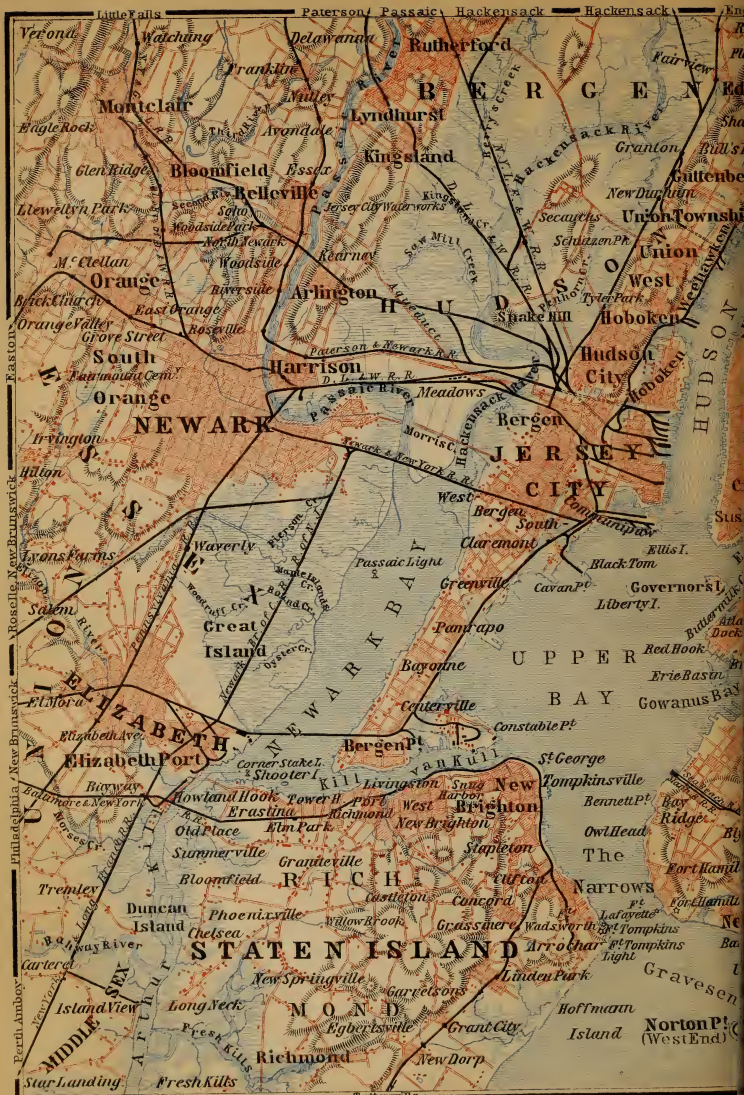
This is the route of the *Netherland-American Steam Navigation Co.* (3280 knots, in 9-10 days).

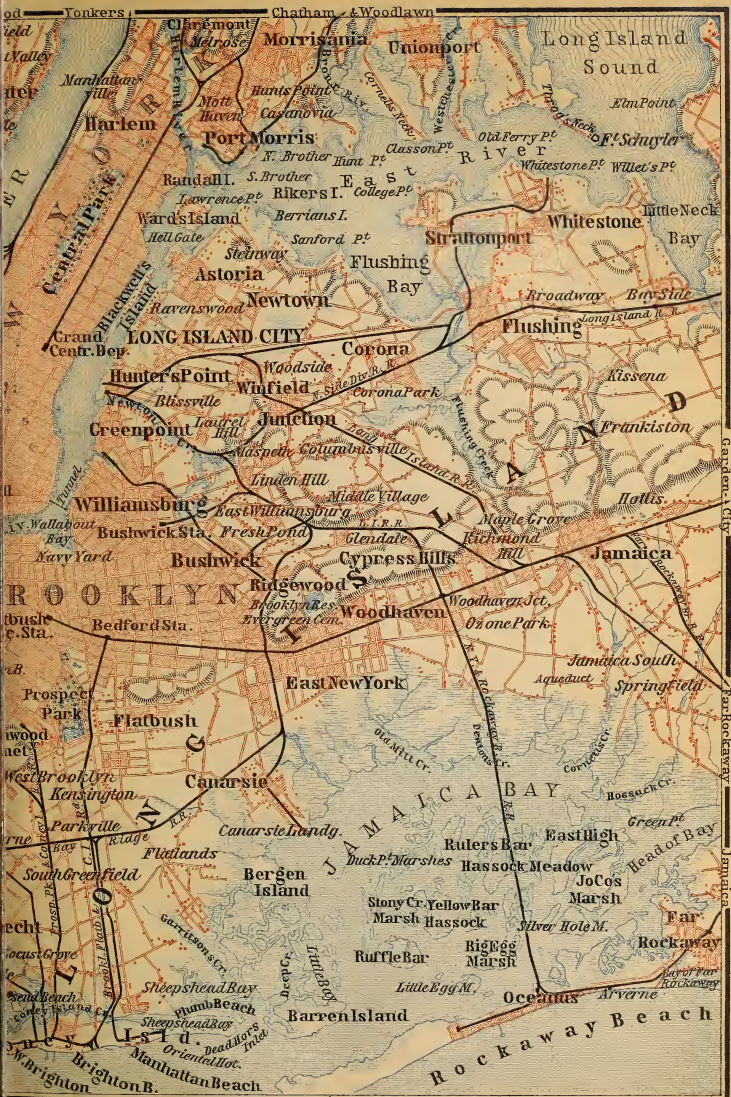
Rotterdam, see *Baedeker's Handbook to Belgium and Holland*. The steamer descends the picturesque *Maas* for 2 hrs. and then crosses the *North Sea* to (10-12 hrs.) *Boulogne* (see *Baedeker's Northern France*). In passing through the *English Channel*, it affords a good view of the S. coast of England, including the *Isle of Wight*, the *Lizard*, and the *Scilly Isles*. The rest of the voyage is similar to that of R. 1g.

m. From Glasgow to New York.

This is the regular route of the *Anchor Line* (2920 knots, in 10 days; from *Moville*, 2820 knots, in 9 days). Passengers may join the steamer at *Glasgow*, *Greenock*, or *Moville*. The difference of time between *Glasgow* and *New York* is 4¾ hrs.

From *Glasgow* to *Tory Island*, see R. 1c. The general course followed by the *Glasgow* steamers is considerably to the N. of that of the *Liverpool* boats, not joining the latter till the *Banks of Newfoundland* (p. 109).







2. From New York to Montreal.

a. Via Albany (or Troy), Saratoga, and Lake Champlain.

384 M. NEW YORK CENTRAL & HUDSON RIVER RAILROAD to (142 M.) Albany in $2\frac{1}{4}$ - $3\frac{3}{4}$ hrs.; DELAWARE & HUDSON RAILROAD thence to (242 M.) Montreal in 8-10 hrs. (through-express in $11\frac{1}{2}$ hrs.; through-fare \$10, parlour-car \$2, sleeper \$2; seats to the left). Luggage checked through to Montreal is examined by the custom-house officers on arrival. — This is the shortest and most direct route from New York to Montreal. Those who have not seen the Hudson should go by STEAMER to Albany.

The United States portions of this and the following routes are given in the merest outline, and the reader is referred for greater detail to *Baedeker's Handbook to the United States*.

New York. — Hotels. Below 14th St.: **Brevoort House*, R. from \$2; **Astor Ho.*, R. from \$1 $\frac{1}{2}$; **Broadway Central*, from \$2 $\frac{1}{2}$, R. from \$1; *St. Denis*, R. from \$1; *Metropolitan*, etc. — From 14th St. to 26th St. (incl. Union Sq. and Madison Sq.): **Brunswick*, R. from \$2; *Fifth Avenue Hotel*, from \$5; *Hoffmann House*, R. from \$2; **Everett House*, R. from \$1 $\frac{1}{2}$; **Westminster*, from \$3; *Victoria*, from \$4 $\frac{1}{2}$, R. from \$2; *Sturtevant*, from \$3 $\frac{1}{2}$, R. from \$1 $\frac{1}{2}$, etc. — Above Madison Square: **Waldorf*, R. from \$2 $\frac{1}{2}$; *Holland House*, R. from \$2; **Windsor*, from \$5-6; **Savoy*, from \$4 $\frac{1}{2}$, R. from \$2; *New Netherlands*, R. from \$2 $\frac{1}{2}$; *Plaza*, from \$5, R. from \$2 $\frac{1}{2}$; *Imperial*, R. from \$2; *Murray Hill*, from \$4 $\frac{1}{2}$, R. from \$1 $\frac{1}{2}$; *Vendome*, \$4; *St. Cloud*, *Barrett House*, *Grand Union*, *Coleman House*, R. from \$1; *Park Avenue*, from \$3 $\frac{1}{2}$, R. from \$1; and many others. — *Boarding Houses* (\$8-25 per week) and *Furnished Lodgings* (\$4-20 per week) are easily procured.

Elevated Railroads. The bulk of the passenger traffic within New York is carried on by the four *Elevated Railroads* which traverse Second, Third, Sixth, and Ninth Avenues from end to end of Manhattan Island. The uniform fare for any distance is 5c. (children under five free), and stations occur at frequent intervals. Trains run every few minutes during the day, and on Third and Sixth Avenues also during the night at intervals of 10-15 minutes.

Tramways (horse, cable, and electric) traverse nearly all the avenues running N. and S. and most of the important cross-streets (uniform fare 5c.). The cars nominally stop only at the upper crossings going up, and at the lower crossings going down town.

Carriages. The cab system of New York is comparatively undeveloped, and the fares are high. *Hackney Carriages* (1-4 pers.), usually with two horses, \$1 for the first mile and 40c. for each $\frac{1}{2}$ M. additional; per hr. \$1 $\frac{1}{2}$, each additional $\frac{1}{2}$ hr. 75c.; waiting 38c. per $\frac{1}{4}$ hr. *Cabs* and *Hansoms* (1-2 pers.), 50, 25, \$1.50, 50, 25c. One trunk, not exceeding 50 lbs. in weight, free; extra luggage 25c. per piece. Children under eight years of age free.

Post Office, City Hall Park, open day and night, on Sun. 9-11 a.m.; also 19 *District Stations*, 20 *Sub-Stations* (in druggists' shops), and innumerable letter-boxes. — *Telegraph Messages* may be sent from all the chief hotels (to New York or Brooklyn 15c. per 10 words, to other parts of the United States 25c.-\$1 per 10 words, to Ontario or Quebec 40c. per 10 words, Nova Scotia or New Brunswick 50c., Manitoba 75c., British Columbia \$1.60; to England 25c. per word).

Theatres. New York contains 30-40 theatres, among the chief of which are the *Metropolitan Opera House*, the *Academy of Music*, *Daly's* (Miss Ada Rehan), *Madison Square*, *Palmer's*, *Lyceum*, *Broadway*, *Fifth Avenue*, and *Casino*. The *Madison Square Garden* also is a prominent place of amusement.

British Consul-General, Wm. Lane Booker, 24 State St.

New York, the largest and wealthiest city of the New World, with (1890) 1,515,301 inhab., lies at the head of New York Bay,

mainly on the long and narrow *Manhattan Island*, which is bounded by the *Hudson* or *North River* on the W. and the *East River* on the E., while it is separated from the mainland on the N. and N.E. by the *Harlem River* and *Spuyten Duyvil Creek*. The older and lower part of the city, devoted almost entirely to business, is irregularly laid out and contains many narrow streets; but above 13th St. the streets are wide and laid out at right angles to each other.

New York was founded by the Dutch in 1624 under the name of *New Amsterdam*, and passed into English possession 50 years later. — About 60 per cent of the entire trade of the United States is carried on through the port of this city.

The most important business-street of New York is **Broadway**, which runs from the *Battery*, at the S. end of Manhattan Island, to (5 M.) Central Park (p. 9). Among the chief buildings in or near it, enumerated from S. to N., are the huge *Produce Exchange* (right); the *Washington Building* (left); ***Trinity Church** (l.; 1839-46); the *Union Trust Co.* (r.); the *Equitable Life Insurance Co.* (r.; *View from the roof); *St. Paul's Church* (l.); the **Post Office**, the ***City Hall**, the **Court House**, and several large *Newspaper Offices* (*View from the dome of the 'World' office), all in *City Hall Park* (to the right); and **Grace Church* (r.; cor. of 11th St.). At 14th St. Broadway reaches ***Union Square**, with its statues and fine shops (*Tiffany's*, etc.); and at 23rd St. it reaches ***Madison Square**, also embellished with statues and surrounded by handsome hotels, restaurants (*Delmonico's*), and other buildings. Farther on, Broadway passes numerous theatres and hotels.

Among the streets diverging from Broadway are **WALL STREET**, the Lombard Street of New York, with the **Stock Exchange** (10-3), the *U. S. Sub-Treasury*, and the *Custom House*; the busy *Fulton Street*; *Park Row*, at City Hall Park, leading to *Five Points* and the *Bowery*; *Astor Place* (r.), leading to the *Mercantile Library*, the **Astor Library*, and the *Cooper Union*; **FOURTEENTH STREET**, a busy shopping-resort, with *Tammany Hall*; and **TWENTY-THIRD STREET**, a more fashionable shopping-resort, containing the **National Academy of Design** (exhibitions in spring and autumn). — At Park Row starts the famous ***Brooklyn Suspension Bridge**, crossing the East River in one main span of 1600 ft. (total length, incl. approaches, 5990 ft.), at a height of 135 ft. above high water (bridge-cars 3c.). It commands a splendid *View of New York, Brooklyn, and the Harbour.

***Fifth Avenue**, the most fashionable residence-street of New York, runs from *Washington Square* to (6 M.) the *Harlem River* (p. 9). Above 42nd St., it consists wholly of handsome private houses, clubs, and churches, including the **Synagogue of Emanu-El*, the *Dutch Reformed Church*, ***St. Patrick's Cathedral** (R. C.), the **Vanderbilt Mansions*, *St. Luke's Hospital*, and the *Fifth Avenue Presbyterian Church*. Between 59th St. and 110th St. the avenue skirts the E. side of Central Park (see below), passing, among other handsome buildings, the ***Lenox Library**, with its valuable collections of rare books and MSS., pictures, and sculptures (adm. 10-5).

Other fine streets, running parallel with Fifth Avenue, are ***Madison Avenue** and **Park Avenue**, the former vying with Fifth Avenue as a residence-street and the latter containing many hand-

some charitable and educational institutions. **Columbia College**, at the corner of Madison Ave. and 49th St., is one of the leading colleges of America. The *Tiffany House*, at the corner of 72nd St., is an interesting specimen of curious yet beautiful architecture.

***Central Park**, occupying the centre of Manhattan Island, covers 840 acres of ground and is very beautifully laid out. It is adorned with numerous monuments, the most important of which is **Cleopatra's Needle*, brought from Alexandria in 1877.

On the W. side of Central Park, between 77th and 81st Sts., stands the ***American Museum of Natural History**, a large building containing highly interesting collections of zoology, botany, geology, palæontology, and anthropology (adm. daily, except Mon., 9-5; also on Wed. & Sat., 6-10 p.m., and on Sun. afternoon).

The ****Metropolitan Museum of Art**, on the E. side of Central Park, opposite the 81st St. entrance and near Cleopatra's Needle (see above), should be visited by every traveller in New York (adm. daily, 10 to dusk; on Mon. and Frid. 25 c., at other times free; also on Mon. & Frid., 8-10 p.m., and on Sun. afternoon).

Among the chief features of the museum are the *Cesnola Collection of Cyprian Antiquities*; the *Ancient Pictures*, including good examples of Rembrandt, Van Dyck, Frans Hals, Velazquez, Rubens, Van der Meer, and Jacob Ruysdael; the *Modern Paintings* of the French (Meissonier, Detaille, Corot, Rosa Bonheur, etc.), German, English, and American schools; the *Collection of Glass*; and the *Musical Instruments*.

The stately ***Riverside Drive or Park**, extending from 71st St. to 127th St. (ca. 3 M.), commands splendid views of the Hudson. Near its N. end is the sumptuous *Tomb of General Ulysses S. Grant*.

The visitor to New York, with a few days to spend, will find many other objects of interest both in the city itself and in its environs, for a description of which he is referred to *Baedeker's Handbook to the United States*.

The train starts from the *Grand Central Depot* (42nd St.), crosses the *Harlem River* (p. 8), and runs to the W. to (11 M.) *Spytten Duyvil*, beyond which it skirts the E. bank of the *Hudson* (*Views). 16 M. *Yonkers*; 26 M. *Tarrytown*; 31 M. *Sing Sing*, with the large New York State Prison; 42 M. *Peekskill*; 59 M. *Fishkill*; 74 M. *Poughkeepsie*, the site of Vassar College; 115 M. *Hudson*. Opposite rise the *Catskills*. At (142 M.) *East Albany* or *Greenbush* we cross the Hudson.

143 M. **Albany** (**Kenmore, Delavan, Stanwix Hall*), the capital of New York State, with 94,923 inhab. and a handsome **Capitol*. — The train now follows the W. bank of the Hudson to (159 M.) *Mechanicsville*, where we turn to the left (W.). — 180 M. **Saratoga Springs** (*Grand Union, United States, Congress Hall, Windsor, Clarendon, Worden*, and many others), the most noted inland watering-place in the United States, with about 30 saline mineral springs (season, July and Aug.). — Beyond Saratoga the train runs to the N.E., crossing the Hudson again at (197 M.) *Fort Edward*, whence a railway runs to (16 M.) *Caldwell*, at the head of *Lake George*. —

219 M. *Whitehall*, at the S. extremity of ***Lake Champlain**, the W. bank of which we now follow. 241 M. *Fort Ticonderoga*, the junction of a line to (5 M.) *Baldwin*, at the foot of Lake George, and the starting-point of the Lake Champlain steamers. At (259 M.) *Port Henry* the *Adirondack Mts.* are seen to the left. 270 M. *Westport*; 296 M. *Port Kent*, the junction of a line to the (3 M.) wonderful **Ausable Chasm*.—306 M. *Hotel Champlain Station*, for the large and finely fitted-up *Hotel of that name, commandingly situated on *Bluff Point*, overlooking Lake Champlain.

309 M. **Plattsburg** (*Fouquet House*), a town of about 7000 inhab., on the W. shore of Lake Champlain, is a convenient point for excursions on that lake and is also one of the gateways to the Adirondacks. — Our line now leaves Lake Champlain and traverses a somewhat monotonous district. 319 M. *West Chazy* is the junction of an alternative route to Montreal.

At (334 M.) **Rouse's Point** (*Windsor*, \$3; *Rail. Restaurant*, meals 50c.), at the N. end of Lake Champlain, we enter the *Province of Quebec* in the *Dominion of Canada* (custom-house examination of hand-baggage). We now run over the tracks of the Grand Trunk Railway, near the left bank of the *Richelieu*, the discharge of Lake Champlain. The country traversed is a flat alluvial plain.

357 M. **St. John's** (*St. John's, Windsor, Canada Ho.*, \$2), on the *Richelieu*, is a quaint French-looking little town of 4772 inhab., with some manufactures and a local trade in grain, produce, and lumber. It was at one time of considerable importance as a fortified post commanding the line of approach by the Champlain Valley, and it was one of the chief bases of supply for the troops of Carleton and Burgoyne in the campaigns of 1776-7. The grass-grown fortifications, the old Colonial houses, and the large Lunatic Asylum contribute to its picturesqueness.—364 M. *Lacadie*; 372 M. *Brosseau's Junction*; 377½ M. *St. Lambert*, the junction of three lines of railway (G.T.R., C.P.R., and C.V.R.). The train now crosses the *St. Lawrence* by the wonderful *Victoria Bridge* (see p. 28) and sweeps round to the left, passing the suburban stations of (380½ M.) *Point St. Charles* and (382½ M.) *St. Henri*.

384 M. *Montreal* (*Bonaventure Station*), see p. 19.

b. *Viâ Troy, Rutland, and Burlington.*

402 M. **NEW YORK CENTRAL & HUDSON RIVER RAILROAD** to (148 M.) *Troy* in 4¼-5 hrs.; **FITCHBURG R. R.** thence to (30 M.) *White Creek* in 1 hr.; **N. BENNINGTON & RUTLAND R. R.** thence to (54 M.) *Rutland* in 2 hrs.; **CENTRAL VERMONT R. R.** thence to (170 M.) *Montreal* in 5½-6 hrs. (through-trains in 14 hrs.; fares, etc., as above).

From *New York* to (142 M.) *Greenbush*, see R. 2a.

148 M. **Troy** (*Troy Ho.*), a busy industrial city of 60,956 inhab., lies at the head of the steam-navigation of the Hudson, and is an important railway-centre.

Our train here turns to the right (N.E.) and runs over the

FITCHBURG R. R. to (180 M.) *N. Bennington*. We then run towards the N., with the *Green Mts.* at some distance to the right. 201 M. *Manchester*, at the base of *Mt. Equinox* (3487 ft.); 232 M. *Rutland* (Rail. Restaurant), in the centre of the marble quarries of *Vermont*. Farther on, views of the *Green Mts.* are obtained to the right. 306 M. *Essex Junction*. — 314 M. *Burlington* (*Van Ness House*), the chief city of *Vermont*, with 14,590 inhab. and an immense lumber trade, is finely situated on the E. bank of *Lake Champlain*. The *University of Vermont* here is attended by 500 students. — 337 M. *St. Albans* (Rail. Restaurant); 350 M. *Highgate Springs*. A little farther on we enter *Quebec*. Beyond (361 M.) *Stanbridge* we see the *Rougemont* and *Beloeil Mts.* (p. 30) to the right, rising as isolated masses from a level plain. Crossing the wide *Richelieu* (*Views to right and left) at (373 M.) *St. John's* (p. 10), we join the route above described.

402 M. *Montreal* (Bonaventure Station), see p. 19.

c. Via the Connecticut Valley.

450 M. NEW YORK, NEW HAVEN, & HARTFORD RAILROAD to (136 M.) *Springfield* in $3\frac{3}{4}$ hrs.; CONNECTICUT RIVER R.R. thence to (50 M.) *South Vernon* in $1\frac{1}{4}$ -2 hrs.; CENTRAL VERMONT R.R. thence to (10 M.) *Brattleboro* in $\frac{1}{2}$ hr.; CONNECTICUT RIVER R.R. thence to (50 M.) *Windsor* in $1\frac{1}{2}$ -2 hrs.; CENTRAL VERMONT R.R. thence to (204 M.) *Montreal* in $6\frac{3}{4}$ -7 $\frac{1}{4}$ hrs. (throughfare \$10; sleeper from *Springfield* \$2; express from *New York* to *Montreal* in 14-16 hrs.). Trains run to *Quebec* by this route in 21-22 hrs. (fare \$12).

The train starts from the *Grand Central Depot* (p. 9), crosses the *Harlem*, and farther on runs to the N.E., skirting *Long Island Sound*. 28 M. *Greenwich*, in *Connecticut*; 33 $\frac{1}{2}$ M. *Stamford*; 56 M. *Bridgeport*. — 73 M. *New Haven* (*New Haven House*; Rail. Restaurant), a city of 81,298 inhab., is well known as the seat of *Yale University*. — 110 M. *Hartford* (*Allyn Ho.*; Rail. Restaurant), the capital of *Connecticut*, is a city of 53,230 inhab., with a handsome **Capitol* and other public buildings. — 136 M. *Springfield* (*Massasoit Ho.*), an active industrial city of *Massachusetts*, with 44,179 inhab., is best known for the rifles made in the *U. S. Armoury* here.

Our train now diverges to the left from the line to *Boston* and ascends the beautiful **Valley of the Connecticut* (views mainly to the right). 144 M. *Holyoke*, with large paper-mills; 153 M. *Northampton*, the seat of *Smith College* (for women) and other well-known educational establishments; 196 M. *Brattleboro*. At (220 M.) *Bellows Falls* (Rail. Restaurant) we cross the *Connecticut*, recrossing it at (246 M.) *Windsor*. 260 M. *White River Junction* is the junction of an alternative route to *Montreal* viâ *Wells River Junction* and *Newport* (see R. 3 c).

Our line (Central Vermont R.R.) ascends the picturesque **Valley of the White River*, which flows through the *Green Mts.* From (325 M.) *Montpelier Junction* a short branch-line runs to *Montpelier*, the capital of *Vermont*. — 333 M. *Waterbury* is a good centre for excursions among the *Green Mts.* (*Mt. Mansfield*, *Camel's Hump*, etc.).

Farther on, *Lake Champlain* (p. 10) comes into sight on the left. — 356 M. *Essex Junction*, and thence to —

450 M. *Montreal* (Bonaventure Station), see R. 2 b.

d. *Viâ Herkimer and Malone.*

474 M. NEW YORK CENTRAL & HUDSON RIVER RAILROAD to (224 M.) *Herkimer* in 6 hrs.; ADIRONDACK & ST. LAWRENCE RAILWAY thence to (173 M.) *Malone* in 6 hrs.; CENTRAL VERMONT RAILROAD thence to (40 M.) *Coteau Junction* in 1 hr.; GRAND TRUNK RAILWAY thence to (37 M.) *Montreal* in 1 hr. (through-express in 13 hrs.; through-fare \$10). — This new route, opened in 1893, crosses the Adirondacks and forms a convenient approach to many points in that district. Travellers may also approach *Montreal* during summer by the steamer 'Paul Smith' from *Clark's Island* (*Valleyfield*), descending the St. Lawrence through the *Coteau*, *Cedars*, *Split Rock*, *Cascade*, and *Lachine Rapids* (comp. R. 40).

From New York to (143 M.) *Albany*, see R. 1a. The train now turns to the left (W.) and leaves the *Hudson*. 146 M. *West Albany*; 160 M. *Schenéctady*. We ascend the smiling **Mohawk Valley*. 176 M. *Amsterdam*; 217 M. *Little Falls*, in a romantic gorge.

At (224 M.) *Herkimer* our line diverges to the right from the Buffalo line and runs to the N.W., across the W. side of the *Adirondack Wilderness*. 244 M. *Trenton Falls* (Moore's Hotel), with a series of beautiful *Waterfalls, having a total descent of 310 ft. 282 M. *Fulton Chain*; 331 M. *Childwold*; 337 M. *Tupper Lake Junction*; 352½ M. *Saranac Inn Station*. At (355½ M.) *Lake Clear* a branch-line diverges to (6 M.) *Saranac Lake*, connecting there with the new *Saranac & Lake Placid R.R.* 360 M. *Paul Smith's*; 372 M. *Loon Lake*.

At (397 M.) *Malone* we join the Central Vermont R.R. and run to the N. to (436 M.) *Valleyfield*, where we cross the *St. Lawrence* to (437 M.) *Coteau Junction*. Here we join the Grand Trunk Railway, which we follow to the E. Route hence to *Montreal*, see p. 152.

474 M. *Montreal* (Bonaventure Station), see p. 19.

3. From Boston to Montreal.

a. *Viâ Rutland and Burlington.*

337 M. FITCHBURG RAILROAD from Boston to (114 M.) *Bellows Falls* in 3¼ hrs.; CENTRAL VERMONT RAILROAD thence to (196 M.) *St. John's* in 7 hrs.; GRAND TRUNK RAILWAY thence to (27 M.) *Montreal* in ¾-1 hr. (through-fare \$9; parlour-car \$1½; sleeper \$2).

Boston (*Vendome*, *Brunswick*, *Parker House*, *Young's*, *United States*, etc.), the capital of Massachusetts, the chief town of New England, and one of the oldest (1630) and most interesting cities in the United States, lies at the head of the beautiful **Massachusetts Bay*, about 200 M. to the N.E. of New York. Pop. (1890) 448,477.

Among the sights of Boston which even the most hurried traveller should take in are the **State House*, the **Old State House*, the **Old South Meeting-House*, **Trinity Church*, the **Public Library*, the *Museum of Fine Arts*, and the **Common*. Those who have a little more time should include the handsome residence-quarters of the *Back Bay*, some of the picturesque

suburbs, and the neighbouring city of *Cambridge*, with **Harvard University*, the oldest (1636), richest, and most famous of American seats of learning. **Boston Harbour*, with its numerous islands, is also well worth seeing. — For details, see *Baedeker's United States*.

On leaving Boston, the train crosses the Charles, affording a view (right) of *Bunker Hill Monument*, commemorating the battle of June 17th, 1775. — 10 M. *Waltham*, with cotton-mills and a large watch-factory; 20 M. *Concord*, sacred for its associations with Hawthorne, Emerson, and other men of letters; 50 M. *Fitchburg*, on the *Nashua River*. Farther on, *Mt. Wachusett* (2108 ft.) rises to the S. Near (82 M.) *Troy* (not to be confounded with the city mentioned at p. 10), *Mt. Monadnock* (3186 ft.) is seen to the right.

114 M. *Bellows Falls*, and thence to —

337 M. *Montreal* (Bonaventure Station), see R. 2 c.

b. Viâ Lowell and Concord.

334 M. BOSTON & LOWELL RAILROAD to (144 M.) *White River Junction* in 4½-6¼ hrs.; CENTRAL VERMONT RAILROAD thence to (190 M.) *Montreal* in 6-7 hrs. (fares as above.).

Boston, see p. 12. We cross the *Charles* and run towards the N.W. 26 M. *Lowell*, the third city of Massachusetts (pop. 77,696) and one of the chief industrial cities of America (woollen goods, carpets, etc.); 40 M. *Nashua*; 57 M. *Manchester*, a cotton-making city (44,126 inhab.); 75 M. *Concord* (Rail. Restaurant), the capital of *New Hampshire* (17,000 inhab.).

144 M. *White River Junction*, and thence to —

334 M. *Montreal* (Bonaventure Station), see R. 2 c.

c. Viâ Concord, Plymouth, Wells River, and Newport.

342 M. BOSTON & MAINE RAILROAD to (233 M.) *Newport* in 7½-8 hrs.; CANADIAN PACIFIC RAILWAY thence to (109 M.) *Montreal* in 4 hrs. (fares as above). — This route runs viâ *Lake Winnepesaukee* and also forms one of the approaches to the *White Mts.* (views to the right.).

From Boston to (75 M.) *Concord*, see R. 3 b. Our line now crosses the *Merrimac* and runs towards the N. 104 M. *Lake Village*, at the head of an inlet of **Lake Winnepesaukee*, is the junction of a line to (17 M.) *Alton Bay*, one of the favourite resorts on that lake. Farther on we skirt the W. bays of Lake Winnepesaukee. 109 M. *Weirs* is another popular summering-place. 112 M. *Meredith* is 5 M. from *Centre Harbor*, perhaps the pleasantest point on Lake Winnepesaukee. — 125 M. *Plymouth* (*Pemigewasset House*) is the starting-point of the line to (21 M.) *North Woodstock*, at the S. end of the **Franconia Notch* (*White Mts.*). Farther on, *Mt. Moosilauke* (4790 ft.) is conspicuous to the right. — 169 M. *Wells River Junction* (Rail. Restaurant), on the *Connecticut*, for lines to *Montpelier* (p. 11) and the *White Mts.* Beyond (178 M.) *Barnet* we ascend along the *Pasumpsic*, crossing the stream repeatedly. — 188 M. *St. Johnsbury*.

233 M. *Newport* (700 ft.; **Memphremagog Ho.*, \$2½-3; *New-*

port Ho., \$1½-2), a village with 3000 inhab., is prettily situated at the head (S. end) of *Lake Memphremagog* and is a good centre for excursions. Good view of the lake from *Prospect Hill*. *Jay Peak* (4018 ft.), 12 M. to the W., commands a wide prospect.

**Lake Memphremagog* ('beautiful water'; 470 ft.), a lovely sheet of water, 30 M. long and 2-4 M. wide, lies one-fifth in Vermont and four-fifths in Canada. It is enclosed by rocky shores and wooded hills, and its waters abound in lake-trout (*salmo conifinis*), pickerel, perch, and bass.

A small steamer plies daily between Newport (see above) and *Magog*, at the N. end of the lake (there and back about 6-7 hrs.). Passing *Indian Point* and the *Twin Sisters*, we cross the Canadian line near *Province Island*. On the W. (left) shore we stop at (12 M.) the *Mountain House* (\$2-3), at the foot of the prominent *Owl's Head* (3270 ft.), which is ascended hence in 1½-2½ hrs. The *View includes, on a clear day, Montreal and the Green, White, and Adirondack Mts. Farther on, the steamer passes *Long Island* and calls at some small landings. On the E. shore are the country-houses of several wealthy Montrealers, and on the W. rises *Mt. Elephantis* (Revere Ho.). *Georgeville* (Camperdown Hotel), on the E. bank, 20 M. from Newport, is a quiet and inexpensive watering-place. — *Magog* (*Union House*), at the N. end of the lake, at its outlet through the *Magog River*, affords good fishing quarters and is a station on the C. P. Railway from Montreal to St. John, N.B. (see R. 7). *Mt. Orford* (4500 ft.), 5 M. to the W., affords a good view of the Canadian pine-forests to the N. and W.

Beyond Newport our line runs towards the N.W., following the valley of the *Missisquoi* and entering *Canada* (*Quebec*) near (250 M.) *Mansonville*. Beyond (266 M.) *Glen Sutton* we re-enter Vermont. *Jay Peak* (see above) rises to the left. At (264 M.) *Richford*, the junction of a line to St. Albans, we turn to the N. and finally leave Vermont. At (276 M.) *Sutton Junction* we again turn towards the W., the line in a straight direction going on to *St. Guillaume* (p. 36), viâ *Drummondville*. — 298 M. *Farnham* (Rail. Restaurant), on the *Yamaska*, is the junction of lines to *Stanbridge*, *St. Guillaume*, *Foster* (p. 31), *Sherbrooke* (p. 31), and Montreal viâ *Chambly* (see below).

FROM FARNHAM TO CHAMBLY AND MONTREAL, 32 M., *Montreal*, *Portland*, & *Boston Railway* in 1½ hr. — Beyond (6 M.) *St. Brigid Road* we see *Shefford Mt.* (p. 28) and *Yamaska Mt.* (p. 28) to the right, and *Monnoir* or *Mt. Johnson* (p. 28) to the left. From (13 M.) *Marieville* a branch-line runs to the right to (5 M.) *Rougemont*, at the foot of the hill of that name, and to (9 M.) *St. Cesaire*. Near (18 M.) *Chambly Canton* we cross the *Richelieu*, obtaining a good view of the *St. Louis Rapids*. — 20 M. *Chambly Basin*, on an expansion of the *Richelieu*, was the site of one of three forts erected by the Marquis de Tracy (p. 22) in 1665 to protect the river against the Iroquois. This wooden fort was replaced in 1709 by a stone fort, the ruins of which are seen to the right as the train leaves the station. *Chambly Fort* was captured by the Continental troops in 1775, apparently without resistance. Later it was regularly garrisoned, and in 1776-77 it formed one of the chief bases for the troops of Carleton and Burgoyne. The fort was finally abandoned in 1838. *Chambly* contains a bronze statue, by L. P. Hébert (p. 23), of *Col. de Salaberry*, who, at the head of a body of Canadians, defeated an American force at *Chateaugay* in 1812. — 25½ M. *St. Lambert*, and thence to (32 M.) *Montreal*, see p. 10.

The rest of the route to (312 M.) *St. John's* and —

342 M. *Montreal* (Windsor St. Station; p. 19) is the same as that described, in the reverse direction, in R. 7.

Montreal is also reached from Newport (see above) by the Grand Trunk Railway viâ *Stanstead Junction*, *Massawippi*, *Lennoxville*, and *Sherbrooke*.

d. *Viâ Portsmouth and North Conway.*

365 M. BOSTON AND MAINE RAILROAD to (138 M.) *North Conway* in 5³/₄-6¹/₂ hrs.; MAINE CENTRAL RAILROAD thence to (51 M.) *Lunenburg* in 2³/₄ hrs.; ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD thence to (22 M.) *St. Johnsbury* in 1 hr.; BOSTON & MAINE RAILROAD thence to (45 M.) *Newport* in 1³/₄ hr.; CANADIAN PACIFIC RAILWAY thence to (109 M.) *Montreal* in 4 hrs. (through-fare \$10.50). Passengers for *Quebec* (fare \$11) may travel either *viâ Quebec Junction* and the *Upper Coos R.R.* or *viâ Sherbrooke* and the *Quebec Central R.R.* — This line forms the shortest and quickest approach to the *White Mts.* and is also one of the regular routes to *Lake Winnepesaukee.*

Boston, see p. 12. The line crosses the *Charles* and runs to the N., near the sea. 11 M. *Lynn*; 16 M. *Salem*, a quaint old New England town, the scene of the 'Witchcraft Delusion' of 1692; 18 M. *Beverly*, the junction of a line to *Manchester, Gloucester*, and other points on the beautiful '*North Shore*'; 37 M. *Newburyport*; 47 M. *Hampton*, for *Hampton Beach*; 49 M. *North Hampton*, for *Rye Beach.*

57 M. *Portsmouth (Rockingham)*, a quaint old seaport with 9827 inhab. and a government navy-yard. At (67 M.) *Conway Junction* our line diverges to the left (W.). 79 M. *Rochester.* From (97 M.) *Wolfeborough Junction* a line runs to (11 M.) *Wolfeborough*, on *Lake Winnepesaukee* (p. 13). Farther on the *Ossipee* and *Sandwich Mts.* are seen to the left. 132 M. *Conway.* — 138 M. *North Conway (Kearsarge Ho.)*, a favourite resort on the S. margin of the *White Mts.*, one of the most picturesque and frequented districts in New England. To the left rises *Moat Mt.*, to the right *Mt. Kearsarge.* — From (144 M.) *Glen Station* coaches run to (3 M.) *Jackson.* Beyond (156 M.) *Bemis* the line bends to the N.W. and enters the famous **Crawford* or *White Mt. Notch*, a narrow defile flanked by lofty mountains. 165 M. *Crawford House*, a favorite resort at the other end of the Notch. At (169 M.) *Fabyan's* we connect with the railway to the summit of **Mt. Washington* (6293 ft.), the highest mountain in the United States to the E. of the Rockies and N. of Carolina. 172 M. *Zealand*, the junction of a narrow-gauge line to *Bethlehem* and the *Profile House.*

At (179 M.) *Quebec Junction* the *Quebec (Upper Coos) Division* of the *Maine Central R.R.* diverges to the right, connecting with the *Canadian Pacific* and *Quebec Central Railways.*

FROM QUEBEC JUNCTION TO QUEBEC, 224 M., in 10 hrs. — This line passes (12 M.) *Lancaster*, (33 M.) *North Stratford*, and (46 M.) *Colebrook*, and enters *Canada* at (55 M.) *Beecher's Falls* (hand-baggage examined). We traverse a heavily-timbered and scantily-settled region. At (73 M.) *St. Malo* we cross the watershed between the *Connecticut* and the *St. Lawrence.* 84 M. *Sawyer ville*, with a large saw-mill. At (91 M.) *Cookshire Junction* we cross the *Canadian Pacific Railway*, which runs hence to the W. to *Sherbrooke* (p. 31) and to the E. to *Lakes Megantic* and *Moosehead* (comp. p. 31). Farther on we cross the *St. Francis River.* — 104 M. *Dudswell Junction* is the point of junction with the *Quebec Central R.R.* from *Sherbrooke* to *Quebec.* 107 M. *Marbleton*, with lime-pits and marble quarries; 116 M. *Weedon*; 127 M. *Garthby*, on *Lake Aylmer*; 137 M. *Coleraine*; 147 M. *Thetford*, with famous asbestos-mines. Numerous characteristic French villages are passed, with red-roofed houses and prominent churches. From (180 M.) *Beauce Junction* (Rail. Restaurant) a short line runs to *St. Francis.* Our

line now for a time follows the valley of the *Chaudière*, the route by which Benedict Arnold reached Quebec in 1775 (p. 39). 202 M. *St. Anselme*, in the *Etchemin Valley*; 218 M. *Hariaka Junction* (p. 63). From (223 M.) *Lévis* passengers are ferried across the *St. Lawrence* to (224 M.) *Quebec* (see p. 37).

From Quebec Junction our line goes on to (187 M.) *Scott Junction*, (189 M.) *Lunenburg*, and (211 M.) *St. Johnsbury*. Thence to — 365 M. *Montreal* (Windsor St. Station), see R. 3 c.

4. From Boston to the Maritime Provinces by Sea.

The following routes are largely used in summer by those who are fond of the sea. *Round Trip Excursion Tickets* are issued at moderate rates by all the companies, acting in connection with the railways of the Maritime Provinces and offering a great variety of routes. Full information as to these is furnished on application. The data below refer to the service of 1893 and are, of course, liable to alteration. See the advertisements in the daily papers or apply to the steamboat companies.

a. From Boston to Eastport and St. John.

320 M. STEAMER of the *International Steamship Co.* to (260 M.) *Eastport* in 20 hrs. (fare \$4.25) and to (320 M.) *St. John* in 24 hrs. (\$5.50; state-room \$1-1½, meals 50-75 c.). On Mon., Tues., Thurs., and Frid. in summer the steamers leave Commercial Wharf at 5 p.m. for Eastport and St. John direct; on Wed. and Sat. passengers leave by the 1 p.m. train of the *Boston & Maine R.R.* (Western Division) and connect at (110 M.) *Portland* (p. 18) at 5 p.m. with the steamers (through-fares as above; time from Portland to Eastport 15 hrs.). No service on Sunday. Baggage is examined by the custom-house officers on board the steamer, between Eastport and St. John. General Agent, *E. A. Waldron*, Commercial Wharf; City Agent, *A. J. Simmons*, 211 Washington St., Boston. The steamers are comfortable and well-equipped. — *Railway Route* from Boston to *St. John*, see p. 142.

Boston, see p. 12. The pleasant sail through *Boston Harbour* is described in *Baedeker's Handbook to the United States*, to which reference is also made for the route from *Portland* to *Eastport*. The direct steamer (see above) soon passes out of sight of land, and it is not till about sunrise next morning that the coast of *Maine* becomes dimly visible to the left. Nearing shore, we see the fine cliffs of the island of *Grand Manan* (p. 141) to the right. When the tide serves, the steamer reaches Eastport by the *Narrows*, between *Lubec* on the left and the island of *Campobello* (p. 140) on the right. At the entrance of this channel is *Quoddy Head Light* (1.), marking the E. limit of the United States. When the tide is unfavourable, we pass outside *Campobello* and approach Eastport from the E., with *Deer Island* to our right.

Lubec (*Nemattano*; *Hillside Ho.*, \$2-3), at which the steamers call in summer both going and coming, is a pleasant little watering-place with the easternmost lighthouse in the United States. The Young Men's Christian Associations of New England hold encampments here in summer.

260 M. *Eastport* (*Quoddy Ho.*, \$2-3), the easternmost settlement in the United States, with 4908 inhab. and an abandoned fort,

is finely situated on an island in *Passamaquoddy Bay*, connected with the mainland by a bridge. Passengers for *Campobello* (p. 140), *Grand Manan* (p. 141), *St. Andrews* (p. 138), and points on the *St. Croix* (p. 139) leave the steamer here.

After lying for about $\frac{1}{2}$ hr. at Eastport, the steamer once more heads for the E., crosses the neck of Passamaquoddy Bay, and ascends through the **Bay of Fundy**, noted for its strong tides and currents (comp. p. 122). The coast of New Brunswick is in sight to the left all the way to St. John ($3\frac{1}{2}$ hrs.). As we enter St. John Harbour, *Partridge Island*, with its lighthouse, fog-whistle, and quarantine station, lies to the right, while the roofs and spires of *Carleton* (p. 128) are seen to the left. Our steamer threads its way amid the shipping of the busy lumbering port and lies to at *Reed's Point Wharf* (Plan of St. John, D, 3). St. John makes a particularly picturesque effect as seen from the water.

320 M. **St. John**, see p. 124.

b. From Boston to Yarmouth.

230 M. STEAMERS of the *Yarmouth Steamship Co.* in 17 hrs., leaving Lewis Wharf, Boston, every Mon., Tues., Thurs., and Frid. at noon, and reaching *Yarmouth* (Baker's Wharf) the following morning (fare \$5, berth in general cabin included; state-rooms \$1-3; meals 50-75c.). Through-tickets sold to all important points in Nova Scotia, etc. Agent, *J. F. Spinney*, Lewis Wharf, Boston; City Agents, *T. G. Hall & Co.*, 64 Chatham St. The steamers are staunch and fast Clyde-built boats. Baggage is examined by the custom-house officers on the wharf at Yarmouth.

Boston and Boston Harbour, see pp. 12, 13. On passing *Boston Light*, the steamer steers in an E. N. E. course and soon loses sight of land. Early risers will obtain a good view of Yarmouth (generally reached about 7 a.m.) while sailing up the harbour.

230 M. **Yarmouth**, see p. 123. Connection is made here with the Nova Scotia railways, with coaches to various points not accessible by railway, and with steamers to *Barrington*, *Shelburne*, *Lockport*, *Lunenburg*, *Halifax*, and *St. John* (comp. p. 85).

c. From Boston to Halifax.

380 M. STEAMERS of the *Canada Atlantic & Plant Steamship Co.* in 28 hrs., leaving Boston at noon every Tues., Thurs., and Sat. in summer (June-Sept.) and every Sat. in winter, and reaching *Halifax* at 4 p.m. next day (fare \$7, including berth; state-room berth \$1-1 $\frac{1}{2}$; meals 50-75c.). Through-tickets sold to all important points in the Maritime Provinces. Baggage is examined on the wharf at Halifax. Agents, *Richardson & Barnard*, Lewis Wharf, Boston.

A STEAMER of the *North Atlantic Steamship Co.* leaves the Lewis Wharf, Boston, every Sat. at noon for *Halifax*, which it reaches about 2 a.m. on Mon. (fare \$3). Thence, starting at noon, it goes on to (527 M.) *Port Hawkesbury* (arriving early on Tues. morning; through-fare \$5), *Pictou* (Tues. noon; \$5), and (624 M.) *Charlottetown* (Tues. afternoon; \$5; state-room \$2; meals 50-75c.). The service by this route is, perhaps, hardly so good as that of the *Canada Atlantic & Plant Co.*

On leaving *Boston Harbour* (p. 13), the steamer heads to the E.N.E. and soon loses sight of land. The first points of Nova Scotia

sighted (to the left) are *Seal Island* and then *Cape Sable*. Beyond this point the steamer skirts the ragged S.E. coast of the peninsula, which is generally visible to the left (comp. R. 15). After passing *Cape Sambro*, we enter *Halifax Harbour* between the lights of *Chebucto Head* (l.) and *Devil Island* (r.). A little farther on we pass to the W. (l.) of *Macnab's Island* (p. 80) and *George Island* (p. 80) and draw up at the *Halifax Wharf* (p. 74). The views as we ascend the harbour are very fine (comp. p. 80).

For the steamboat route from Halifax to *Port Hawkesbury*, *Pictou*, and *Charlottetown*, see p. 88.

5. From Portland to Montreal and Quebec.

a. *Viâ the Grand Trunk Railway.*

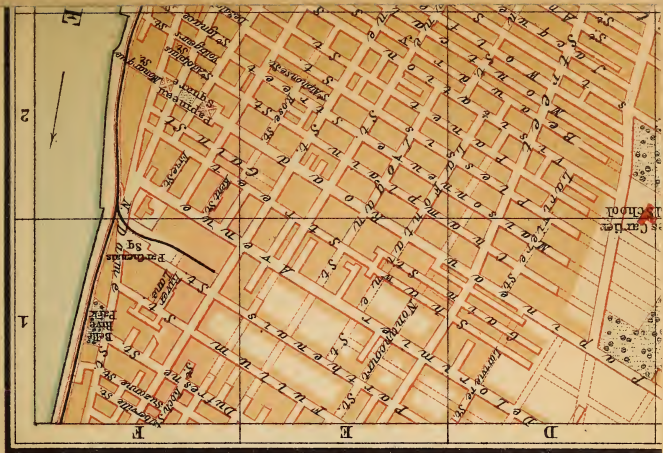
GRAND TRUNK RAILWAY to (297 M.) *Montreal* in 10-12 hrs. (fares \$7½, drawing-room car \$1½, sleeping-berth \$2); to (317 M.) *Quebec* in 15½-18 hrs. (fares \$8½, \$2, \$2½). This route forms a pleasant approach to Canada, skirting the N. margin of the White Mts. (p. 15; views to the left). From Boston to Canada by this route takes 4 hrs. more.

Portland (Falmouth Ho.; Preble Ho.), the largest city in Maine, with (1890) 36,425 inhab., is finely situated on a hilly peninsula projecting into *Casco Bay*. The poet *Longfellow* (1807-82) was a native of Portland, and the house in which he was born and that in which he afterwards lived are among the lions of the town.

The train crosses the *Presumpscot River* and intersects the Maine Central R.R. at (11 M.) *Yarmouth*. From (27 M.) *Danville* coaches run to (5 M.) *Poland Springs*. Beyond (62 M.) *Bryant's Pond* we enter a mountainous district. 70 M. *Bethel*. We now obtain views of the *White Mts.* (p. 15) to the left. — 91 M. *Gorham* (810 ft.; *Alpine Ho., Eagle Ho.*) is the chief gateway to the *White Mts.* from the N. — We now follow the *Androscoggin*. Picturesque scenery. 98 M. *Berlin Falls*; 134 M. *North Stratford* (p. 15). 149 M. *Island Pond* is the American frontier-station (hand-baggage examined). At (166 M.) *Norton Mills* we enter *Canada* and begin to descend the *Coaticooke*. — 193 M. *Lennoxville* (see p. 31) is the junction of the *Passumpsic Division* of the *Boston & Lowell R.R.*, and (196 M.) *Sherbrooke* (p. 31) is the junction of the *Canadian Pacific Railway* to *Lake Megantic*, *Moosehead Lake*, and *St. John* (R. 7). — We now follow the *St. Francis* to (221 M.) *Richmond* (p. 34), where our line forks, the left (main) branch running to (76 M.) *Montreal* (see R. 8 b) and the right to (96 M.) *Quebec* (see R. 8 b.).

b. *Viâ the Maine Central Railway.*

RAILWAY to (236 M.) *Montreal* in 12-16½ hrs. (fare \$7½, parlour-car \$1, berth \$2); to (322 M.) *Quebec* in 14½ hrs. (fare \$8½). This line traverses the centre of the *White Mts.* (seats to the right; observation-cars attached to the trains in the mountain-district). Through-cars are run from Portland to Montreal, and passengers for Quebec may join the through-train from Boston at *N. Conway*, *Fabyan's*, *Lancaster*, *Colebrook*, or *Beecher's*



MONTREAL.

1:22,800

125 Feet

38 Metres

RIVER ST. LAWRENCE

1. March Church C 6
2. Arcole d'Arcole C 3
3. Normal School D 6
4. University of St. Joseph . . . E 3
5. St. Mary's . . . C 3
6. St. Mary's . . . E 3
7. St. Mary's . . . D 3
8. St. Mary's . . . D 3
9. St. Mary's . . . C 3
10. St. Mary's . . . E 3

Falls, or they may connect viâ North Stratford with the Grand Trunk Railway (R. 5a).

Portland, see p. 18. The train starts from the Union Station, crosses the *Presumpscot* twice, and runs towards the W. 17 M. *Sebago Lake*; 49 M. *Fryeburg*. 60 M. *North Conway*, and thence to — 286 M. *Montreal* (Windsor St. Station), see R. 3 d.

6. Montreal.

Railway Stations. *Bonaventure Station* (Pl. D, 6, 7), St. James St., for trains of the Grand Trunk Railway, Central Vermont R.R., Canada & Atlantic Ry., Delaware & Hudson R.R., etc.: *Windsor Station* (Pl. C, 6), Windsor St., the chief station of the Canadian Pacific Railway; *Dalhousie Station* (Pl. E, F, 4), on the E. side of the city, for the Quebec, Ottawa, and N. local trains of the C. P. R. — *Steamers*, see below. — *Cabs*, see below. The omnibuses of the chief hotels meet the trains and steamers (fare 25 c.).

Hotels. *WINDSOR (Pl. a; C, 6), excellently situated in Dominion Square, with 800 beds, \$3½-5; St. LAWRENCE HALL (Pl. b; D, E, 5), St. James St., well spoken of, good cuisine, \$3-4; *QUEEN'S HOTEL (Pl. c; D, 6), cor. of Windsor St. and St. James St., opposite the Bonaventure Station, \$2½-3½; RICHELIEU (Pl. d; E, 4), St. Vincent St., a French house, \$2½-3½; BALMORAL (Pl. e; D, 6), Notre Dame St., \$2-3; CITY HOTEL (Pl. f; D, 6), next door to the last, \$1½-2½; RIENDEAU'S (Pl. g; E, 4), 53 Jacques Cartier Sq., \$2-2½. — Boarding Houses (\$6-10 a week): *Mrs. Reid*, 131 Metcalfe St.; *Mrs. Hopgood*, 40 McGill College Ave.; *Mrs. Reynolds*, Avenue House, 17 McGill College Ave. Lodgings are also easily procured.

Restaurants. **Vienna Café*, 6 Donegani St. (table d'hôte 40c.); *Bodega*, 1748 Notre Dame St. (good wines); *Freeman*, 158 St. James St.; *Beau*, 2336 St. Catherine St.; *Alexander*, 319 St. James St.; **Occidental*, 121 Vitre St. (men only); in the new *Board of Trade* (p. 29); at the above-named hotels; at the railway-stations.

Tramways traverse the city in various directions. Uniform fare 5c., from midnight to 5 a.m. 10c., six tickets 25c. Until recently the service was of little use to visitors, but the introduction of the electric motor and the opening of new routes have greatly improved matters.

Cabs (good and cheap). With one horse, 1-2 pers. for ¼ hr. 25 c., ½ hr. 40 c., 1 hr. 75 c., each hr. addit. 60 c.; 3-4 pers. 40 c., 60 c., \$1, 75 c. With two horses: 1-2 pers., 50 c., 65 c., \$1; 3-4 pers., 65 c., 75 c., \$1.25. Trunk 10 c.; small articles free. Double fares from midnight to 4 a.m.

Steamers. 1. STEAM-FERRIES ply at frequent intervals to *St. Helen's Island* (p. 28), *St. Lambert* (p. 10), *Longueuil* (p. 30), and *Laprairie* (p. 30). — 2. RIVER STEAMERS, belonging to the Richelieu & Ontario Navigation Co. (228 St. Paul St.), the Ottawa Co. (87 Common St.), and other lines, ply regularly from Montreal up or down the St. Lawrence to *Quebec* (see R. 8c), *Three Rivers* (p. 33), the *Saguenay* (R. 12), *Beauharnois* (p. 187), *Cornwall* (p. 186), *Kingston* (R. 40), *Toronto* (p. 153), and other ports; up the Ottawa to *Carillon* (p. 143) and *Ottawa* (p. 143); to ports on the rivers Richelieu (p. 10) and Yamaska (p. 34), etc. — 3. LARGER STEAMERS run to *Charlottetown*, *Pictou*, and *St. John's* (Newfoundland), and to other ports in Gaspé, the Baie des Chaleurs, the Gulf of St. Lawrence, Prince Edward Island, and Cape Breton (Black Diamond Line, Quebec Steamship Line, etc.). — 4. OCEAN STEAMERS run to *Liverpool* (Allan Line, Dominion Line, Beaver Line, etc.; comp. R. 1a), to *Glasgow* (Allan Line; comp. R. 1c), to *London*, to *Bristol*, to *Ham-burg*, to *Antwerp*, and to other transatlantic ports.

Amusements. *Academy of Music* (Pl. 2; C, 5), Victoria St., the chief theatre of Montreal; *Queen's Theatre*, St. Catherine St.; *Opéra Français*, 1889 St. Catherine St., with French stock company; *Theatre Royal* (Pl. D, 5), Côté St. — *Sohmer Park*, in Notre Dame St., on the bank of the river, a sort of 'al fresco' music hall, with variety entertainments (reached by electric car; adm. 10c., menagerie 10c. extra). — *Cyclorama* (Pl. D, 4), St.

Catherine St. — *Concerts* are given by the *Mendelssohn Choir* and the *Philharmonic Society*. — *Victoria Skating Rink*, Drummond St., with a sheet of ice 200 ft. long and 80 ft. wide (skating carnivals and masquerades in winter; concerts in summer); *Crystal Skating Rink* (Pl. C, 7), Dorchester St.; *Dominion Skating Rink* (Pl. D, 4), St. Dominique St. — *Tobogganing* is enjoyed in winter at the *Park Slide* (Pl. A, 6), on the W. slope of Mt. Royal Park. — *Lacrosse*, the Canadian national game (comp. p. lvii), may be well seen at the grounds of the *Montreal Amateur Athletic Association* (Pl. C, 6) or of the *Shamrock Club* (matches usually on Sat. in summer and autumn). — *Caledonian Curling Rink*, Burnside Place; *Thistle Curling Rink*, Ste. Monique St. (Pl. C, D, 6); *Montreal Curling Club*. — The *Montreal Snow-Shoe Club* ('*Tuque Bleue*') gives torch-light parades in winter from McGill College Gates to Outremont (picturesque blanket uniform). Other snowshoe clubs are *Le Trappeur* (the chief French snowshoe club), *St. George's* (with a good club-house on the mountain), *Argyle*, *Holly*, *Emerald*, and *La Canadienne*. — The **Ice Carnival* in winter (not held every year) affords a brilliant and unique spectacle (ice-palace, etc.). — *Yachting* and *Boating* are carried on on the St. Lawrence at *Longueuil* (p. 30), *Ste. Anne* (p. 150), *Lachine* (p. 187), etc.; and there are also clubs for *Cricket*, *Golf* (grounds near the Mountain Elevator, p. 28), *Foot-ball*, *Bicycling*, *Tennis*, etc. — The *Montreal Hunt Club* claims to be the best in America (meets thrice weekly in Sept.-Dec.; wild fox). The fine *Kennels* of the club are at 403 De Lorimier Ave. — *Horse-Racing* is carried on, in summer and autumn, at the *Blue Bonnets Track* and the *Bel-Air Racecourse*, both reached by railway.

Exhibitions of Paintings are held in the *Art Gallery* (p. 26). Among the best private collections are those of *Sir Donald Smith*, *Mr. Van Horne*, *Mr. R. B. Angus*, and the *Hon. George Drummond*.

Newspapers. The following are among the chief papers published at Montreal. English: *The Gazette*, founded in 1777 and published continuously since 1795, is the oldest still existing paper in Canada (Conservative; 3 c.); *The Herald* (Liberal; 3 c.); *The Star* (1 c.); *The Witness* (1 c.); *The True Witness* (Irish and Home Rule; 5 c.). French: *La Minerve* (Conserv.; 1 c.); *La Patrie* (Lib.; 1 c.); *La Presse* (Con.; 1 c.); *Le Monde* (Con.; 1 c.); *L'Aurore* (French Prot. weekly; 2 c.). — Numerous weekly, monthly, and quarterly periodicals are also published in both languages.

Clubs. *St. James* (Pl. 8; C, 5), 831 Dorchester St.; *Metropolitan* (Pl. 7; D, 5), 57 Beaver Hall Hill; *City Club*, St. James St.; *St. Denis Club*, St. Denis St.; *Club Canadien de Montreal*, 350 Lagachetière St.; *Cosmopolitan Club*, cor. of University and Cathcart Sts. (Pl. C, 2); *Montreal Press Club*, 48 St. James St. — *Montreal Amateur Athletic Association*, 149-153 Mansfield St. (Pl. C, 6), with gymnasium, library, etc. (strangers admitted for one week on introduction by a member); grounds, with cinder-track and club-house, on St. Catherine St. West (comp. above).

United States Consulate, 246 St. James St.

Fur Shops. *Henderson, Robertson*, St. James St.; *Samuel*, St. Catherine St.

Photographs of Canadian scenery, etc., may be obtained of *William Notman & Son*, Birks Building, Phillips Square, opposite the English Cathedral.

Baths. *Turkish Baths*, 140 Ste. Monique St. (Turkish bath \$1; plunge or swimming bath 25 c.); *Laurentian Baths*, 204-210 Craig St.; plunge baths at the *Y. M. C. A. Building* (p. 25), Dominion Sq.; *Swimming Baths* on St. Helen's Island.

Post Office (Pl. E, 5), St. James St., open 7.30-7 (mails to Great Britain four times weekly, to the United States twice daily; comp. p. xxii). Postage for city letters 2 c. — *Telegraph Offices*. *Great Northwestern Telegraph Co.*, 50 St. François Xavier St.; *Canadian Pacific Railway Co.'s Telegraph*, 4 Hospital St., both with many branch-offices. — *Bell Telephone Co.*, 30 St. John St. — *Dominion Express Co.*, Temple Building, St. James St.; *American Express Co.*, St. François Xavier St.

The Streets of Montreal are supposed to have both the English and French forms of their names at the corners (generally the French in the E. part of the town and the English in the W.).

Principal Attractions. **Notre Dame Church*; *St. Peter's Cathedral*; *English Cathedral*; **Mount Royal Park*, with **View*; **Hôtel Dieu*; *Grey*

*Nunnery; Bonsecours Market; Art Gallery; Natural History Museum; Fraser Institute; McGill University, with Redpath Museum; *Victoria Bridge.*

The best guidebook to Montreal is 'Sights and Shrines of Montreal', by W. D. Lighthall (F. E. Grafton & Sons; 35 c.), of which a handsome illustrated edition is also published under the title of 'Montreal after Two Hundred and Fifty Years' (\$ 1.50).

Montreal (187 ft.), the largest city and chief commercial centre of the Dominion of Canada, is situated on the S.E. side of the triangular island of the same name, formed by two of the branches into which the *Ottawa* divides as it flows into the *St. Lawrence*. The island is about 30 M. long and 7-10 M. wide. The city, which covers an area $4\frac{1}{2}$ M. long and 2 M. wide, is built upon a series of gently sloping terraces, culminating, 2 M. from the river, in the hill of *Mont Réal* or *Mt. Royal* (900 ft. above the sea), from which it derives its name. It is about 400 M. from New York, 980 M. from the Straits of Belle Isle (p. 99), and 2750 M. from Liverpool (300 M. nearer than New York). Though not even the capital of its own province (Quebec), Montreal exercises great political influence, and it is the seat of the chief banks, trading corporations, universities, hospitals, convents, and seminaries of Canada. In 1891 Montreal contained 216,650 inhab., an increase of nearly 40 per cent over 1881. More than half were of French extraction, one-sixth Irish, one-seventh English, and one-thirteenth Scottish. About three-fourths of the population are Roman Catholics. With its suburbs, it now contains about 270,000 people. The French mainly occupy the E. quarters of the city, the dividing line being *St. Lawrence Main St.* The streets in the lower part of the town are irregular, narrow, and dingy, but those of the upper part are broad and well-built. The chief business-streets, with the best shops, are *Notre Dame Street*, *St. James Street*, and *St. Catherine Street*, all running parallel with the River *St. Lawrence*; the streets immediately adjoining the river are also the scene of great bustle and activity. The handsomest residences are in the N.W. part of the city, adjoining the slopes of *Mt. Royal*. Most of the public edifices and many of the private residences are built of a fine grey limestone, quarried in the neighbourhood. The climate of Montreal is warm in summer and cold in winter, the thermometer often marking 80° Fahr. in the former, and sometimes, though not often, descending to 20° below zero in the latter. The mean annual temperature is 42°.

History. Situated in the French-speaking, Roman Catholic province of Quebec, within 45 M. of the frontier of the British and Protestant Ontario, Montreal partakes of the character of both and forms a microcosm of the composite Dominion of Canada. The French and Anglo-Saxon elements remain curiously distinct, socially as well as geographically. We first hear of the island of Montreal in 1535, when *Jacques Cartier* ascended the *St. Lawrence* and visited the flourishing Indian town of *Hochelaga* ('Hosh-e-la-ga'), which lay at the foot of the mountain and has its name preserved in that of the E. ward of the modern city. [A tablet in Metcalfe St. (Pl. B, C, 5), near Sherbrooke St., marks what is supposed to have been the site of Hochelaga.] When *Champlain* visited the spot seventy years later, Hochelaga had disappeared, as the result of a war between the Hurons and the Iroquois. The town of *Ville-Marie de Montreal* was founded in 1642 by *Paul de Chomedey, Sieur de Maisonneuve*, for 'La Compagnie de

Montreal'. "The main point to be remembered in connection with the early settlement of Montreal is that it was the result of religious enthusiasm. . . It was an attempt to found in America a veritable 'Kingdom of God' as understood by devout Roman Catholics. The expedition was fitted out in France solely for that purpose, and the inception of the enterprise has many romantic particulars of 'voices and revelations' and 'providential occurrences' by which the zeal of its founders was supported and stimulated" (*S. E. Dawson*). During the early years of its existence the little post of Ville-Marie was engaged in an almost constant struggle with the Iroquois, and in 1660 the whole island outside the palisades of the town was overrun by the Indians. In 1663 the Company of Montreal abandoned the island and seigneurie *par pur don* to the Seminary of St. St. Sulpice, which still retains the position of Seigneur. Two years later the Marquis de Tracy arrived from France with the famous Carignan-Salières Regiment, with which he did much to break the power of the Indians. By 1672 the town had a population of 1500 souls, and it soon became the entrepôt of the fur-trade with the West and the starting-point of numerous military and exploring expeditions (La Salle, Joliet, Hennepin, etc.), earning a true claim to the title of 'Mother of Cities'. In 1685 the city was surrounded by a wooden palisade 15 ft. high, which was replaced in 1721-26 by a bastioned wall and ditch; the citadel (p. 24) was also built at this time. [The wall ran from Victoria Sq. (Pl. D, 5, 6) to Dalhousie Sq. (Pl. E, 4), in the course indicated by the present Fortification Lane (Pl. D, 5), and extended down to the river on each side.] Montreal, then containing 4000 inhab., was the last place in Canada held by the French, but was surrendered to the English a year after the capture of Quebec (Sept., 1760). In 1775-76 the city was occupied by the troops of the Continental Congress under Montgomery, but the citizens resisted all Franklin's attempts to persuade them to join in the revolution against British rule. Since then the history of Montreal has been one of uneventful growth and prosperity. In 1809 the 'Accommodation', the second steamer in America, was built at Montreal and began running regularly to Quebec. Montreal was made the seat of the Canadian Government in 1844, but lost this dignity after the riot of 1849, in which the Parliament Buildings were destroyed by the mob. The British garrison was finally removed from Montreal in 1870.

Among the events which mark epochs in the city's prosperity were the opening of the Lachine Canal in 1825; the incorporation of the Champlain & St. Lawrence Railway, from Laprairie to St. John's, in 1836; the formation of the Grand Trunk Railway (1852) and the construction of the Victoria Bridge (1859); the establishment of the Allan Line of Ocean Steamers in 1856; and the completion of railway communication with the Pacific Ocean via the Canadian Pacific Railway in 1886. The population of Montreal rose from about 10,000 in 1800 to 57,715 in 1851, to 90,323 in 1861, to 107,225 in 1871, and to 155,337 in 1881. — Comp. 'The Jesuits in North America', by *Francis Parkman*, and 'Montreal, Past and Present', by *Alfred Sandham*.

A number of the most interesting historical sites in Montreal have been marked by tablets erected by the *Numismatic & Antiquarian Society*.

Commerce and Industry. Montreal is the chief port of entry of Canada, lying at the head of ocean navigation (open for seven months in the year) and at the foot of the great river, lake, and canal navigation extending to the West. The canals which have their outlet at Montreal afford a continuous waterway from the Strait of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2260 M. These facts, taken in connection with its extensive railway communications, account for the volume of its trade, which in the year ending June 30th, 1892, was valued at \$ 92,500,000 (18,516,000 l.; imports \$ 49,666,238, exports \$ 42,918,109). The tonnage of sea-going vessels entering the harbour in the same year was 1,036,707, twelve-thirteenths of which were British, while the tonnage of the river-craft amounted to nearly as much more. The chief exports are timber, grain, flour, cattle, phosphates, apples, butter, and cheese; the imports include iron, glass, tea, wine, groceries, and numerous man-

ufactured articles and 'dry goods'. In 1892 the port owned 472 vessels, of 788,700 tons. — The manufactures of Montreal. carried on in 1750 establishments, with an invested capital of \$ 50-60,000,000, embrace boots and shoes, clothes, sugar, tobacco, beer, machinery, rubber, sacks, tools, silk, and cotton; and there are numerous large saw-mills. They employ 40,000 hands, and their total value in 1891 was estimated at \$ 73,000,000 (14,600,000 £.). In 1892 the municipal assessment was \$ 128,413,000 (25,680,000 £.). The *Bank of Montreal* (Pl. E, 5), in St. James St., claims to have the largest capital and rest (\$ 18,000,000) of any bank in N. America and to be the fifth-largest in the British Empire.

On the S. side of the **PLACE D'ARMES** (Pl. E, 5), in the business-quarter of the city, stands the Gothic ***Church of Notre Dame** (Pl. E, 5), built in 1824 by James O'Donnell, opposite the site of an earlier church of 1672. It is one of the largest ecclesiastical edifices in America, being 255 ft. long and 135 ft. wide, and easily contains a congregation of 10,000 worshippers (15,000 at a crush). The two towers are 227 ft. high.

The **INTERIOR** is adorned in a rather florid style, but offers comparatively little of interest except the wood-carving in the *Choir*, the stained-glass windows of the *Baptistery*, the large *Organ*, and the new and somewhat over-ornamented *Lady Chapel*, behind the choir.

The **S. W. TOWER** contains a fine chime of 11 bells, one of which, 'Le Gros Bourdon', weighing upwards of 12 tons, is the heaviest in America. The top of this tower (adm. 25 c.; elevator) commands a magnificent *View of Montreal, which the visitor is strongly advised to enjoy before continuing his exploration of the city (comp. p. 28). *Mr. W. D. Howells* describes it as follows: — 'So far as the eye reaches it dwells only upon what is magnificent. All the features of that landscape are grand. Below you spreads the city, which has less that is merely mean in it than any other city of our continent, and which is everywhere ennobled by stately civic edifices, adorned by tasteful churches, and skirted by full-foliaged avenues of mansions and villas. Behind it rises the beautiful mountain, green with woods and gardens to the crest, and flanked on the east by an endless fertile plain, and on the west by another expanse, through which the Ottawa rushes, turbid and dark, to its confluence with the St. Lawrence. Then these two mighty streams commingled flow past the city, lighting up the vast champaign country to the South, while upon the utmost southern verge, as on the northern, rise the cloudy summits of far-off mountains' ('Their Wedding Journey', chap. viii).

Adjoining Notre Dame on the W. is the *Seminary of St. Sulpice* (Pl. 4; E, 5), the oldest building in Montreal, dating from 1684-1712 (memorial tablets). The E. wing has been rebuilt, and the main central entrance has been swept away. This edifice is now used for the business-offices of the Seminary (comp. p. 22), while its educational work is carried on in the building described at p. 27. — The other buildings surrounding the Place d'Armes include various banks and insurance offices, among which, opposite the Seminary of St. Sulpice, is the *Bank of Montreal*, with its Corinthian portico, one of the richest corporations in America (comp. above). Adjoining the Bank of Montreal, at the corner of St. James St. and St. François Xavier St., is the **Post Office** (Pl. E, 5; p. 20), a building of grey limestone with a mansard roof. At the corner of Notre Dame St. is the *New York Life Insurance Building* (view from tower). In the middle of the Place d'Armes is a *Statue of Maisonneuve* (p. 21), by

Hébert, erected in 1894. A tablet on the E. side of the square marks the house of the *Sieur Dulhut* (1675), who gave his name to Duluth.

Following NOTRE DAME STREET (Pl. D-F, 6-2) to the E. from the Place d'Armes, we soon reach (left) the **Court House** (Pl. E, 4), a large edifice in a classical style, with a central dome, and the **City Hall** (Pl. E, 4), a huge building with mansard roofs. Opposite the City Hall stands the interesting old *Château de Ramezay*, a low, rambling building, dating from about 1705. It was for a time the official residence of the British Governors, and in 1775-76 it was the headquarters of the American General and Commissioners (memorial tablets; comp. p. 22). — At the back of the Court House and City Hall extends the CHAMP-DE-MARS (Pl. E, 4), formerly the parade-ground of the British troops, but now somewhat neglected-looking. — In front of the Court House and City Hall is JACQUES CARTIER SQUARE (Pl. E, 4), with a column surmounted by a statue of *Lord Nelson*, erected in 1808. — The *Church of St. Gabriel*, to the W. of the Court House, now Government property, was the first Protestant church in Montreal (1792).

At the S. end of the square, near St. Paul St., stood the mansion of the *Marquis de Vaudreuil*, last French Governor of Canada. — The *Hubert Lacroix House* in St. Jean Baptiste St. (No. 25; Pl. E, 5), now occupied as a warehouse by Messrs. Kerry, Watson, & Co., is a good example of the dwelling of a rich Montreal merchant towards the close of the 17th century. — *St. Amable* and *St. Vincent Sts.* (Pl. E, 4, 5) also contain some interesting old French houses.

The lower end of Jacques Cartier Sq. abuts on the river. By turning to the left, we soon reach ***Bonsecours Market** (Pl. E, 4), a large building nearly 500 ft. long. This should be visited on Tues. or Frid. between 5 and 10 a.m., when it is crowded by the 'Habitants' of Lower Canada, offering their farm produce for sale, or buying clothing, shoes, trinkets, rosaries, etc.

To the E. of the market stands the quaint little church of *Notre Dame de Bonsecours*, founded by Sister Marguerite Bourgeois in 1657, dating in its present form from 1771, and sadly spoiled by a recent tasteless restoration. Some years ago it was nearly swept away to make room for a railway-station, but was saved by the intervention of a few Protestant lovers of historical association. View from the tower (elevator; 10 c.).

Viger Square (Pl. E, 3, 4), a little to the N. of this point, is the chief promenade of the French quarter (good music on summer evenings). — **Dalhousie Square** (Pl. E, 4), near Viger Sq., was the site of the old French citadel (tablet on the railway-station).

We may now follow COMMISSIONERS STREET (Pl. E, 4-6) to the W. along the river to the (1/2 M.) **Custom House** (Pl. E, 5), a triangular building of grey limestone, with a clock-tower, situated on the spot where Maisonneuve made his first settlement (p. 21; memorial tablets). A little farther to the W. are the *Examining Warehouse* and the *Harbour Office* (Pl. E, 6).

The walk between the Bonsecours Market and the Custom House affords a good view of the Harbour, with its wharves and shipping. The river-front is protected by a solid stone embankment, $1\frac{1}{2}$ M. long, beginning at the Lachine Canal (Pl. E, 7). The wharves, including those of the Allan, Dominion, Beaver, Richelieu & Ontario, and other important steamship lines, lie about 10 ft. below the level of the embankment, the object of this arrangement being to allow the ice to pass over them, when it breaks up at the end of winter. [The so-called '*Ice Shore*' is a very striking and imposing sight, but it is only by accident that one sees it, as it is impossible to predict its appearance.] Plans are in contemplation for the construction of large wharves jutting out into the river, and this has involved the building of a long *Guard Pier* or *Ice Breakwater*, stretching to the E. from the N. end of the Victoria Bridge. Vessels drawing $27\frac{1}{2}$ ft. can reach Montreal at low water, and the channel is usually unobstructed by ice from May to November inclusive. Comp. p. 185.

From the Examining Warehouse we now ascend MCGILL STREET (Pl. E, 6) to ($\frac{1}{3}$ M.) VICTORIA SQUARE (Pl. D, 5, 6), occupying the site of the old hay-market. It is embellished with a colossal bronze statue of *Queen Victoria*, by Marshall Wood. To the N. of the square, at the corners of Lagauchetière St. and Beaver Hall Hill, stand the Unitarian Church of the *Messiah* (Pl. D, 5), the Reformed Episcopal Church of *St. Bartholomew* (Pl. D, 5), and the Presbyterian Church of *St. Andrew* (Pl. D, 5).

St. Patrick's Church (Pl. D, 5), in St. Alexander St., to the E. of this point, is the chief church of the Irish Roman Catholics of Montreal.

Following Lagauchetière St. to the left (W.), we reach *DOMINION SQUARE (Pl. C, 6), the finest square in the city, embellished with tasteful flower-beds and with two Russian guns captured at Sebastopol. Near the middle of the S.E. side is a statue of *Sir John A. Macdonald* (d. 1891), erected in 1893. At the S.E. corner of the square is the *Archbishop's Palace*, to the N. of which stands the imposing **Cathedral of St. James* (Pl. C, 6), almost invariably (though quite erroneously) known as *St. Peter's*, a reproduction on a reduced scale of St. Peter's at Rome, founded in 1868 and not yet completed. It is 333 ft. in exterior length, 222 ft. in width across the transepts, and 80 ft. high to the ridge of the roof. The portico, with its huge Corinthian pillars, is an effective feature. The dome is 250 ft. high and 80 ft. in diameter; it is surmounted by a cross 18 ft high. The interior (adm. 5 c.), which produces an effect of great light and space, is being elaborately adorned with paintings of the most brilliant hues, representing scenes from the life of St. James the Great, etc. The exterior, with its small and rough-faced stones, has a rather mean and prison-like appearance. — To the N. of St. Peter's, at the corner of Dorchester St., is the building of the *Young Men's Christian Association*. On the W. side are the *Windsor Hotel* (p. 19), the *Windsor Hall*, the *Dominion Square Methodist Church* (Pl. 1; C, 6), and the handsome *St. George's Church* (Epis.; Pl. C, 6). The ice-palaces of the Winter Carnival (p. 20) are generally erected in Dominion Square. The huge and amorphous structure behind the Windsor Hotel is the *Victoria Skating Rink* (p. 20).

In Windsor St., just below Dominion Sq., is the handsome, castle-like **Windsor Street Depot* (Pl. C, 6) of the Canadian Pacific Railway; and at

the foot of Windsor St. is the **Bonaventure Station** (Pl. D, 6, 7) of the Grand Trunk Railway, also a spacious structure.

ST. CATHERINE STREET (Pl. B-F, 7-1), bounding Dominion Sq. on the N., leads to the E. to ***Christchurch Cathedral** (Pl. C, 5; Epis.), a well-proportioned and effective structure in the Decorated Gothic style, erected in 1859. It is 212 ft. long and 100 ft. wide across the transepts; the spire is 224 ft. high. The octagonal *Chapter House* groups well with the Cathedral. Some of the stained-glass windows are fine. In the rear are *Bishopscourt*, the Bishop's Palace, and the *Rectory*. Adjoining the cathedral is a *Memorial of Bishop Fulford*, Bishop of Montreal (1850-68), and first Metropolitan of Canada.

University Street, leading hence towards the S., passes the **Natural History Museum** (Pl. 5; C, 5), containing interesting collections of Canadian natural history and ethnology (adm. 10 c., three pers. 25 c.). Adjacent, in Cathcart St., is the *Victoria Rifles Armoury*. — A little farther on, at the corner of Dorchester St., is the *Fraser Institute* (Pl. C, 5), which contains a free public library and a small collection of pictures.

A little farther on, at the corner of *Phillips Square*, is the ***Art Gallery** (Pl. C, 5), much enlarged in 1893 and containing a collection of paintings, bronzes, etc. (open 10-4; adm. 25 c.). Spring and autumn exhibitions of art are held here, and fine loan collections are frequently on view.

The ***St. James Methodist Church** (Pl. C, 5), at the corner of St. Catherine St. and St. Alexander St., is one of the handsomest in the city, with two square towers of unequal height, surmounted by lanterns and spirelets.

Bleury Street, which leads to the S. from St. Catherine St., a block farther on, contains the **Church of the Gesù** (Pl. D, 5), or *Jesuit Church*, somewhat in the style of the church of that name in Rome. It is noted for its music (esp. on Sun. evening), and the interior is adorned with elaborate frescoes in grisaille. Adjacent is the *Jesuit College of St. Mary*, attended by about 400 students and containing a collection of early historical documents. Near St. Mary's College is the *Protestant House of Refuge* (Pl. D, 5).

A little farther on, to the left, is the *Nazareth Asylum for Blind Children* (Pl. D, 4), the small chapel of which has a good façade in the Norman style and contains frescoes by Bourassa (see below). At the next corner is the *Cyclorama*, opposite which is the *St. François Xavier Orphan Asylum* (Pl. D, 4).

About $\frac{1}{3}$ M. farther on, at the corner of St. Denis St. (right), stands the ***Church of Notre Dame de Lourdes** (Pl. D, 3), built in 1874 to commemorate the Miraculous Apparition of the Virgin at Lourdes.

The church consists of a nave, with narrow aisles, transept, and choir, and is in a Neo-Byzantine style such as is seen in some of the churches of Venice. The central dome is 90 ft. high. It was designed by the Canadian painter and architect *Napoleon Bourassa*, who has adorned it with a series of well-executed frescoes, emblematical of the predestination and immaculate conception of the Virgin. The *Basement Chapel* (reached by passing to the right of the choir into the vestry and then descending) represents the appearance of the Virgin to the peasant-girl Bernadette Soubirous at Lourdes in 1858.

On the opposite side of the street stands the *R. C. Church of St.*

James (Pl. D, 3), with a graceful tower. Behind St. James, in Mignonne St., is the *Reformatory* (Pl. D, 3).

If we follow DORCHESTER STREET to the W. from Dominion Square, we soon pass the handsome *American Presbyterian Church* (Pl. C, 6) and the *Crescent Street Presbyterian Church* (Pl. C, 6) and reach ($\frac{1}{3}$ M.) the ***Grey Nunnery** (Pl. B, 7), a large hospital and asylum for foundlings, orphans, the aged, and the infirm, founded in 1755 and under the management of the Grey Sisters (*Sœurs Grises*). The buildings on the present site (entr. in Guy St.) date from 1871. Noon is the best time for visitors (formal reception on New Year's Day).

Guy St. leads to the N., past the entrance of the Grey Nunnery, to ($\frac{1}{3}$ M.) ***SHERBROOKE STREET** (Pl. A-D, 1-7), perhaps the handsomest residence-street in Montreal. The sleighing scenes here in winter are probably unequalled outside of St. Petersburg. Following the street to the left (W.) for a short distance, we reach (right) the **Collège de Montreal** or *Petit Séminaire* (Pl. A, 7), the educational portion of the seminary of St. Sulpice (comp. p. 23), consisting of a main building 520 ft. long, with two wings, and new and still larger buildings on the hillside. It occupies the site of the old *Fort de la Montagne*, two of the old towers of which, erected for defence against the Indians, are still standing (memorial tablets.) There were originally four of these towers, connected by a curtain-wall pierced with loopholes. The college is now attended by 400-500 students, one-third of whom are preparing for the priesthood.

We may now retrace our steps to the E. along Sherbrooke St., passing the new *Erskine Presbyterian Church* (Pl. B, 6), at the corner of Ontario Ave., and in $\frac{3}{4}$ M. reach the grounds of ***McGill University** (Pl. B, 5), one of the leading universities of Canada, now attended by 1000 students, taught by 75 professors and lecturers.

McGill College was founded in 1821 with the bequest of *James McGill* (1744-1813), a native of Glasgow, and has since been richly endowed by other public-spirited citizens of Montreal. It now includes the five faculties of Arts, Law, Medicine, Applied Science, and Veterinary Science; and with it are affiliated the Diocesan, Wesleyan, Presbyterian, and Congregational Colleges of Montreal, *Morrin College* at Quebec (p. 44), *St. Francis College* at Richmond (p. 34), and the *Stanstead Wesleyan College* at Stanstead. The *Donalda Special Course* in Arts provides for the education of women in separate classes. The university owes much of its success to *Sir William Dawson*, the eminent geologist, who was its principal till 1893.

The buildings include the original *McGill College*; the *Workman Building*, the *McDonald Physics Building*, and the *McDonald Engineering Building*, the last two opened in 1893 and unsurpassed in America for completeness of equipment; the *Redpath Museum* (open 9-5; adm. 10 c.), containing valuable collections of natural history (life-size model of a megatherium, etc.); the new *Redpath Library*, facing *McTavish St.*, with accommodation for 150,000 vols.; and the *Medical Building*. The *Presbyterian* and *Wesleyan Colleges* are within the same enclosure, and the *Congregational College* (Pl. B, 5) is on the other side of *McTavish St.* The *McGill Normal School* (Pl. 3; D, 6), *Belmont St.*, is also affiliated to McGill University.

Behind the grounds of McGill University, on the side of Mt. Royal, is the *Main Reservoir* (Pl. B, 5) of the city water-works, with a

capacity of 36,500,000 gallons. Beyond this, in Pine Ave., are the handsome new buildings of the **Royal Victoria Hospital** (Pl. B, 4), opened in 1894, with accommodation for 250 patients. It cost over \$1,000,000 and is a gift from Lord Mount Stephen and Sir Donald Smith.

By following Pine Ave. towards the right (E.), we reach the ($\frac{1}{3}$ M.) ***Hôtel Dieu** (Pl. B, 3, 4), a large hospital under the care of the Hospitalières de St. Joseph.

This institution was founded in 1644 by *Mlle. Mance*, one of the original settlers of Montreal, with the aid of funds contributed by Mme. de Bullion, a French lady of rank. The present buildings, in which 3000 patients are treated yearly, date from 1861. The original site, in St. Paul St., is now covered by a group of warehouses known as *Nuns' Buildings* (Pl. E, 5). Eighty of the nuns are cloistered and do not go outside of the grounds. — Opposite the Hôtel Dieu is the *Montreal School of Medicine and Surgery* (French).

At the Hôtel Dieu we are in convenient proximity to the *Mountain Elevator* (Pl. A, B, 4; 5 c.) ascending to ***Mount Royal Park** (Pl. A, 3-6), which may also be reached by a winding roadway or by long flights of steps ascending from the head of Peel St. (Pl. B, 5), and near the elevator. The park, covering 460 acres, is one of the most beautifully situated in America, and its natural advantages have been skilfully supplemented by the taste and experience of Mr. F. L. Olmsted. The mountain consists of a mass of trap-rock thrown up through the surrounding strata of limestone.

From the top of the Incline Railway we reach the *Outlook Platform* by taking the path to the left and then following the drive. [A path beginning just on this side of the platform descends to the head of the Peel St. Steps.] The ****View** of the city and its environs from the platform is superb. The air of distinction which differentiates Montreal from most American cities is, perhaps, due to the number of church-spires and large charitable or educational institutions, together with the comparative unobtrusiveness of merely commercial buildings. Beyond the city flows the St. Lawrence, with the Island of St. Helen and the Victoria Bridge. The hills on the other side of the river, named from left to right, include Montarville, Beloeil (p. 34) or St. Hilaire, Mt. Rougemont, with Mt. Yamaska behind it, Mt. Shefford, and the conical Mt. Johnson or Monnoir. The Adirondacks are visible in the distance to the S.W. and the Green Mts. to the S.E.

Drivers usually extend their trip so as to include the large *Protestant* and *Roman Catholic Cemeteries* (Pl. A, 3), lying to the N. of the park (the latter with a 'Route de Calvaire', with the Stations of the Cross); and this is the round followed by the public carriages starting at intervals from the Post Office (p. 23; 25 c. each pers.). The *Belvedere*, on the hill rising above the cemeteries, commands a fine view of the lower valley of the Ottawa, with the Lake of the Two Mts., Lake St. Louis, and the whole island of Montreal.

Montreal possesses another pleasant park on the *Island of St. Helen* (Pl. F, 4), which was named after Champlain's wife, the first European lady that came to Canada. It is reached by a small steamer plying from *Bonsecours Wharf* (Pl. F, 4). A fort and barracks, formerly used by the British troops, still remain.

One of the chief lions of Montreal is the ***Victoria Bridge** (Pl. F, 7), a permit to examine which may be obtained at the offices of the Grand Trunk Railway, St. Etienne St.

This bridge, which was designed by *Robert Stephenson* and *A. M. Ross* and built by *James Hodges*, was constructed in 1864-9 and is on the tubular principle that had been successfully applied by Stephenson a few years earlier in the *Britannia Bridge* over the *Menai Strait*. It is $1\frac{3}{4}$ M. in length and consists of 24 tubes supported by 24 piers besides the terminal abutments. The tubes, which are of wrought iron, are 16 ft. wide and $18\frac{1}{2}$ -22 ft. high. They are traversed by a single line of railway. The central span, which is 60 ft. above low water, is 330 ft.; the others are each 242 ft. Allowance has been made, by the use of movable rollers, for the expansion and contraction of the metal by heat and cold. The total amount of iron used in the bridge was 8250 tons, and its total cost was \$6,300,000 (1,260,000 l.). Near the N. end of the bridge is the *Immigrants' Burial Ground*, containing a memorial to 6000 immigrants who died of ship's-fever in 1847-8.

Among other buildings, of more or less interest, not included in the foregoing survey, are the *Montreal General Hospital* (Pl. D, 4), in *Dorchester St.*, at the corner of *St. Dominique St.*; the *Notre Dame Hospital* (Pl. E, 4), *Notre Dame St.*; the *Medical Faculty of Bishop's College*, *Ontario St.*; the *Jacques Cartier Normal School* (Pl. D, 1, 2), in *Sherbrooke St. East*; the *Hochelaga Convent*, on the *St. Lawrence*, below the city; the *Synagogue* (Pl. C, 6), in a pseudo-Egyptian style, in *Stanley St.* (site of first synagogue in Montreal marked by a tablet near *Notre Dame St.*, to the W. of the Court House); the *Provincial Exhibition Grounds* (Pl. A, 3), near *Mt. Royal Park* (annual exhibitions); and the new **Board of Trade Building* (Pl. E, 5), *St. Sacrement St.*, a large edifice of red sandstone in a modified Renaissance style, built in 1892-3, with a façade 233 ft. long. To the N.W. of the city stand the *Villa Maria Convent* and the *Maison-Mère* of the Sisters of the Congregation of *Notre Dame*, who have 25,000 girls in their schools throughout Canada. Of the latter, however, only the walls are standing, a disastrous fire having destroyed it, along with its finely decorated church, in 1893. The contiguous convent, occupying *Monklands*, a former residence of the *Governors-General*, was unharmed. — The *Laval University* (p. 43) has its Law Faculty at 1540 *Notre Dame St.*, its Medical Faculty at 45 *Jacques Cartier Sq.*, and its Veterinary Department at 378 *Craig St.* — Among the finest private residences in Montreal are those of *Lord Mount Stephen*, *Mr. Duncan McIntyre*, and *Mr. R. B. Angus*, all in *Drummond St.* (Pl. B, C, 5, 6); *Mr. H. M. Allan* (*Ravenscrag*); *Sir Donald Smith*, *Dorchester St.*; and the *Hon. G. A. Drummond*, *Sherbrooke St.* The pretty little *ST. LOUIS SQUARE* (Pl. C, 3) may also be mentioned.

Among other historical points marked by tablets are the *House of La Salle* (1643-87), at the corner of *St. Peter* and *St. Paul Sts.* (Pl. E, 6); the *House of La Motte Cadillac*, founder of *Detroit*, in *Notre Dame St.*, to the E. of *St. Lambert Hill* (Pl. E, 5); the site of the residence of *Sir Alex. Mackenzie*, discoverer of the *Mackenzie River* (1793), in *Simpson St.*; and the *North-West Fur Company's Stores*, *Vaudreuil St.*

Environs of Montreal.

Perhaps the most popular short excursion from Montreal is that to the ***Rapids of Lachine**, described at p. 187. Trains leave the Bonaventure Station (Pl. D, 6) for (8 M.) *Lachine* (p. 187) about 7.45 a.m., 1.20 p.m., and 5 p.m., to connect with the steamers about to run the rapids. The drive to Lachine is also pleasant. Travellers should go by the upper road, passing the aqueduct and wheel-house of the Montreal Water-works, and return by the lower road, skirting the river and affording a good view of the rapids. — Another favourite point for a drive is (7 M.) the *Sault-au-Récollet*, a rapid on the Rivière des Prairies or 'Back River', to the N.W. of the city, so named from a Recollet priest drowned here by the Hurons in 1626. These drives afford some idea of the fertile *Island of Montreal*, with its famous apple-orchards ('Pomme Grise', 'Fameuse', etc.). — *Laprairie*, a village with about 1400 inhab., on the S. bank of the St. Lawrence (ferry thrice daily), 8 M. to the S.W. of Montreal, was the starting-point of the first railway in British N. America (comp. p. 22). It possesses an old fort, attacked in the 'Battle of Laprairie' (1691), by Col. *Peter Schuyler* and his New England troops. — *Longueuil*, opposite Hochelaga (p. 21), with 2757 inhab., is frequented for rowing and sailing (ferry). — An excursion should be made to ***Beloeil Mountain** or *Mt. St. Hilaire* (1600 ft.), which rises about 16 M. to the E. and commands a fine view of Montreal, the St. Lawrence, Lake Champlain (40 M. to the S.), etc. It is reached by the Grand Trunk Railway to (22 M.) *St. Hilaire* (not Beloeil), where the train is met by conveyances from the *Iroquois House* (\$ 2½-4), a hotel halfway up the mountain (comp. p. 34). *St. Hilaire* may also be reached twice weekly by steamer (Richelieu & Ontario Navigation Co.). Close by the Iroquois House is a pretty lake, which affords boating and bathing. Beloeil Mt., like Rougemont (p. 14) and Mt. Royal itself, is a mass of eruptive rock, protruding through the surrounding limestone. — Other pleasant points for short excursions are *Caughnawaga* (see below), *Ste. Anne* (p. 150), *Montarville*, *Varennnes* (p. 35), and *Verchères* (p. 35).

Longer excursions may be made to *Chambly* (p. 14), *Lake Memphremagog* (p. 14), *Lake Champlain* (p. 10), *Ausable Chasm* (p. 10), the *Adirondacks* (pp. 10, 12), the *White Mountains* (p. 15), *Carillon*, on the Ottawa (p. 143), etc.

The geologist will find much to interest him in the district round Montreal, in the immediate vicinity of which the Pleistocene, Lower Helderberg, Hudson River, Utica, Trenton, and Chazy formations are all represented. Mt. Royal is an intrusive eruptive mass, mainly of diabase.

From Montreal to *St. John*, see R. 7; to *Quebec*, see R. 8; to *Ottawa*, see RR. 29, 31; to *Toronto*, see RR. 32, 40; to *New York*, see R. 2; to *Boston*, see R. 3; to *Portland*, see R. 5; to *Winnipeg*, see R. 41.

7. From Montreal to St. John.

481 M. CANADIAN PACIFIC RAILWAY ('Short Line') in 17½ hrs. (fare \$ 13.50; sleeper \$ 2.50). Through-train to (756 M.) *Halifax* in 27 hrs. (fare \$ 16.50; sleeper \$ 4.). This line traverses a good sporting-district.

Montreal (Windsor Street Station), see R. 6. The train runs towards the W. to (5 M.) *Montreal Junction*, where we diverge to the left from the lines to Toronto, Ottawa, etc. We then approach the little village of *Lachine* (p. 187; right), with its large convent, and cross the St. Lawrence by the light and graceful ***Lachine Bridge** (views), built of steel, on the cantilever principle, and forming a striking contrast to the Victoria Bridge of the Grand Trunk Railway (p. 28). The channel-spans are each 408 ft. long. Below, to the left, are the ***Lachine Rapids** (p. 187). — 9 M. *Caughnawaga* (1936 inhab.), at the S. end of the bridge, to the right, is an Indian reservation and

the home of the half-breed Iroquois remnant of one band of the Six Nations (comp. p. 171).

These Indians are famous as lacrosse players and boatmen; and a band of fifty of them did excellent service in the latter capacity on the British expedition that ascended the Nile in 1881. The town-walls, built by the French in 1721, are almost intact on three sides of the older part of the village, round the *Church*. The *Presbytery*, built in 1725, contains the once miracle-working remains of the Mohawk Saint Tehgahkwita, the room and desk of the historian Père Charlevoix, and some valuable vestments.

The line now runs to the left (E.) through the district known as the '*Eastern Townships*'.

These townships were originally settled by United Empire Loyalists, who adhered to Great Britain at the American Revolution, and form the 'English' portion of the province of Quebec.

At (30 M.) *St. John's* (see p. 10) we cross the *Richelieu* (views). 43 M. *Farnham* (see p. 14); 50 M. *Brigham Junction*, for the Montreal and Boston Air Line to the White Mts. and Boston (R. 3c). At (70 M.) *Foster* (p. 14) we cross the Sutton Junction and St. Guillaume branch of the C.P.R. — 89 M. *Magog* (p. 14) lies at the N. end of **Lake Memphremagog* (see p. 14) and is called at by the steamer that makes the circuit of the lake. To the right we obtain a good general view of the lake, with its encircling mountains.

Beyond Magog we skirt the river *Magog*, the outflow of the lake, flowing through a picturesque wooded channel to the right, and finally cross it as we enter Sherbrooke. — 108 M. *Sherbrooke* (*Magog Ho.*, \$2; *Grand Central, Continental, Sherbrooke*, \$1½), a city with 10,110 inhab., very attractively situated at the confluence of the Magog and the *St. Francis*, mainly at some distance to the left of the railway, is the chief place in the Eastern Townships. It is the see of a Roman Catholic bishop and carries on numerous manufactures and a trade in lumber. Near it are the picturesque *Rapids of the Magog*. We here cross the Quebec Central Railway (see p. 15) and the Grand Trunk Railway (see p. 18). — The stretch beyond Sherbrooke, with the St. Francis River to the left, is very picturesque. 111 M. *Lennoxville*, a village with 960 inhab., is the seat of *Bishop's College* and *Bishop's College School*, two well-known Episcopal institutions, recently rebuilt since their destruction by fire (seen to the left of the line). It is the junction of a line to *Newport* (p. 13). — At (128 M.) *Cookshire* (p. 15) we cross the Maine Central R.R. Farther on we ascend along a small stream to (151 M.) *Scottstown*, a lumber settlement. The country we are now traversing is covered with wood and is very sparsely settled. — We descend a heavy grade to (175 M.) *Lake Megantic Station* (Inn; guides), on *Lake Megantic*, a sheet of water 12 M. long and 1-4 M. wide, a favourite resort of anglers and sportsmen. To the S.E. of it lies the little *Spider Lake* (3000 ft.), with the club-house of the Megantic Fish and Game Club.

At (191 M.) *Boundary* we leave Canada and enter the *State of Maine*. Various small lakes and stations are passed, all more or less frequented for shooting and fishing (best views to the left). Near

(248 M.) *Moosehead* (Inns; guides) we cross the *Kennebec* and have our first view (left) of *Moosehead Lake* (see below). Our train turns to the right and runs along the W. side of the lake to (259 M.) *Greenville* (*Lake Hotel*, \$2-2½), at the S. end of Moosehead Lake, the chief centre of the sportsmen and anglers who frequent the district (guides, canoes, etc.). It is the junction of a railway to Bangor (see *Baedeker's United States*).

**Moosehead Lake* (1023 ft.), the largest in Maine, with 400 miles of shore-line (35 M. long, 1-15 M. wide), lies about 1000 ft. above the sea and is drained by the *Kennebec River*. Its waters abound in trout and other fish, and the forests surrounding it are well stocked with moose, caribou, deer, and ruffed grouse. See *L. L. Hubbard's* 'Guide to Moosehead Lake'. Black flies and mosquitoes are very troublesome here in summer. — From *Greenville* a small steamer plies in summer to (17 M.) *Mt. Kineo* (1760 ft.; **View*), which projects into the lake on the E. side, so as to narrow it down to a channel 1 M. across. The **Mt. Kineo Hotel* (\$2-4½; 500 beds) is a favourite resort of anglers and their families. The steamer goes on from *Mt. Kineo* to (18 M.) the N. end of the lake, whence a portage of 2 M. leads to the upper waters of the *Penobscot River*. Enterprising travellers may descend this river and the lakes strung on it in birch-bark canoes (with guides) to *Mattawamkeag* (see below; 8-10 days). A good view is obtained to the E. of *Mt. Ktaadn* (5200 ft.), which is also visible from *Moosehead Lake* (to the N.E.) in clear weather.

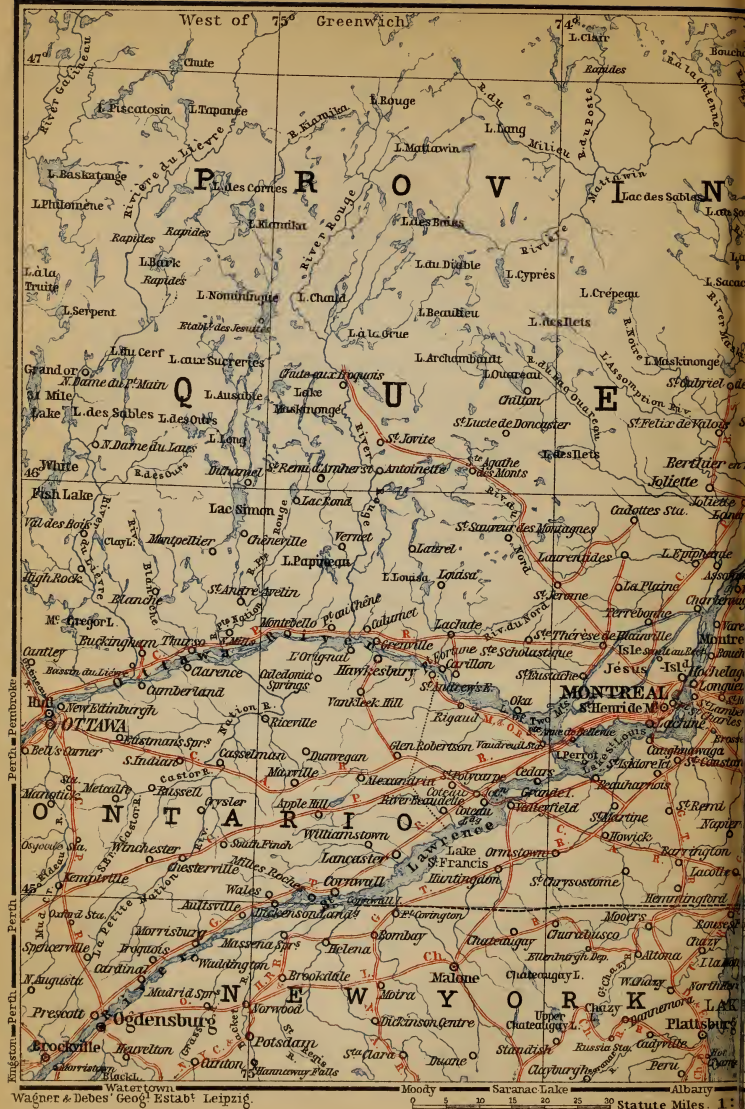
Beyond *Greenville* the train continues to run through an excellent sporting-district, with numerous lakes and woods. 275 M. *Onawa* lies on the pretty lake of that name. About 5 M. to the S. lies *Lake Sebec*. At (293 M.) *Brownville Junction* we cross the Bangor & Aroostook Railway. 302 M. *Lake View*; 314 M. *Seboois*; 328 M. *Chester*. At (335 M.) *Mattawamkeag* (see above) we cross the *Penobscot* and join the Maine Central R. R. from Bangor (and Boston; comp. p. 142).

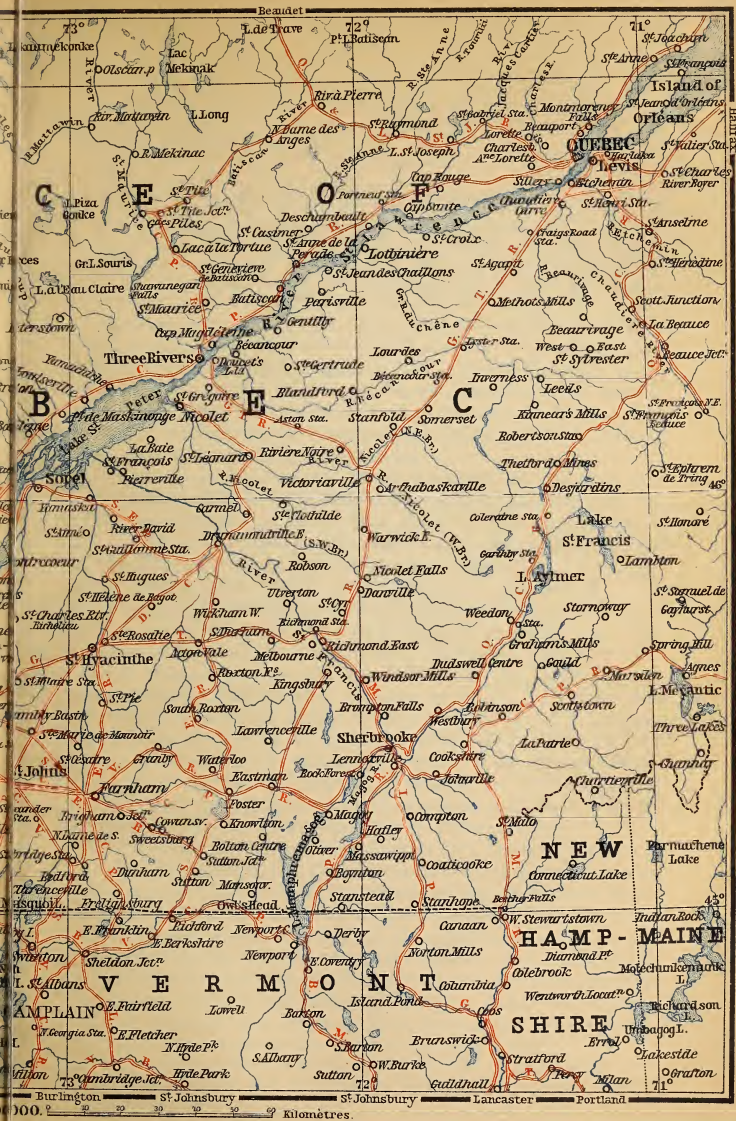
For the next 55 M. the line passes through a wild and almost unsettled region, at first following the *Mattawamkeag River*. — 391 M. *Vanceboro* (Rail. Restaurant) is the frontier-station, where the hand-baggage of passengers from the United States is examined. Beyond the station we cross the *St. Croix* and enter *New Brunswick* (p. 133). — From (397 M.) *McAdam Junction* (Rail. Restaurant) lines run N. to *Woodstock* and S. to *St. Andrews*.

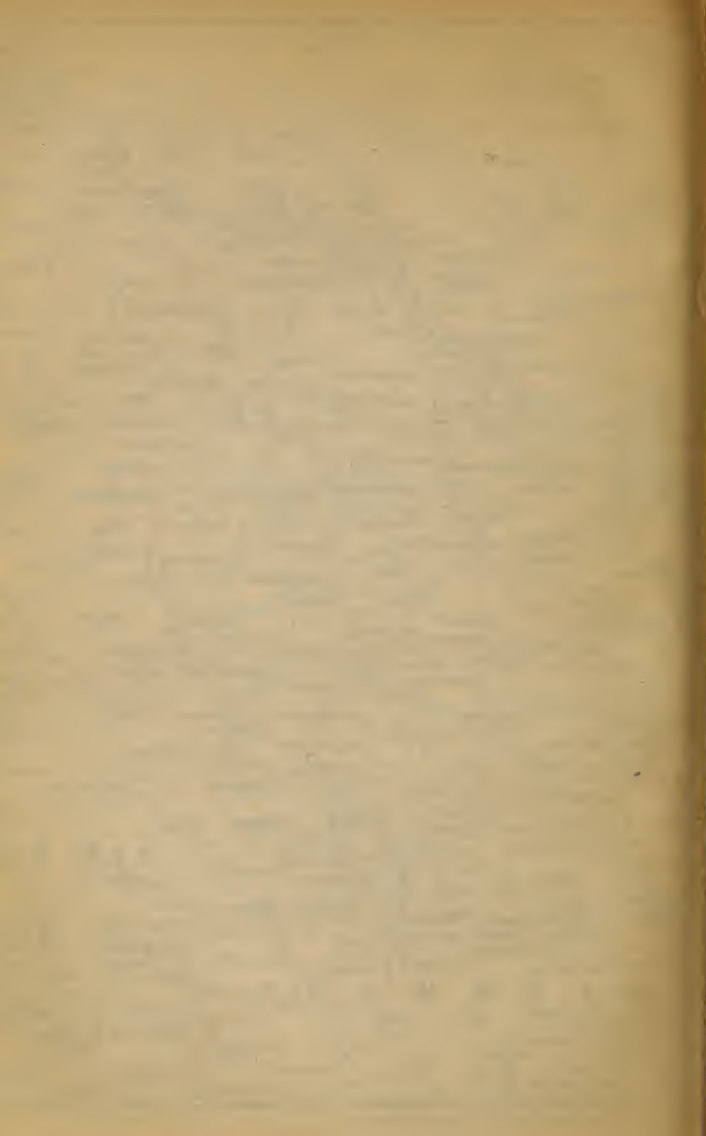
FROM MCADAM JUNCTION TO WOODSTOCK, 52 M., C.P.R. in 2-4 hrs. — The train runs to the N. through a wooded district. 22 M. *Canterbury*, near *Skiff Lake*, with its landlocked salmon. Farther on we cross the *Eel River*. From (40 M.) *Debec Junction* a branch-line runs to (8 M.) *Houlton*, a small town in Maine. About 6 M. farther on we come in sight of the *St. John*, of which we have views to the right. — 52 M. *Woodstock*, see p. 135.

FROM MCADAM JUNCTION TO ST. STEPHEN (34 M.) AND ST. ANDREWS (43 M.), C.P.R. in 1½-2 hrs. — This line runs towards the S., through a dreary and featureless district. At (15 M.) *Watt Junction* it forks, the right branch running to (34 M.) *St. Stephen* (p. 138) and the left to (43 M.) *St. Andrews* (p. 136).

406 M. *Magaguadavic* (pron. 'Magadavic'), on a lake of the same name. About 8 M. to the S. of (416 M.) *Harvey* lies *Lake Orimocto*, an angling-resort. From (427 M.) *Fredericton Junction* a line runs to the N. to (22 M.) *Fredericton* (comp. p. 132). The remaining stations are unimportant. As we near *St. John* the line skirts the 'Long







Reach' of the *St. John River* (l.; comp. p. 130) for some distance, and we finally enter the city by a fine cantilever bridge, crossing the river just above the Suspension Bridge (p. 129).

481 M. *St. John*, see R. 22.

8. From Montreal to Quebec.

a. *Viâ the North Shore of the St. Lawrence.*

172 M. CANADIAN PACIFIC RAILWAY in 6 $\frac{1}{2}$ -8 hrs. (fare \$3.50; sleeper \$1.50; parlour-car 75c.). This is the shortest and most direct route between the two cities. The trains start from the Dalhousie Sq. Station, connection in some cases being made from Windsor St. Station.

Montreal, see p. 19. The train passes the suburban station of (1 M.) *Hochelaga* (p. 21), crosses the 'Back River' at (10 M.) *Sault-au-Récollet* (p. 30), and diverges to the right (E.) from the main transcontinental line at (12 M.) *St. Martin's Junction* (Rail. Restaurant). At (17 M.) *St. Vincent de Paul* is the large *Provincial Penitentiary*. We cross the N. branch of the *Ottawa* at (23 M.) *Terrebonne*, with its large limestone quarries.

The line now runs between the *St. Lawrence* on the right and the *Laurentide Mts.* (average height ca. 1600 ft.) to the left, the mountains being at first 30 M. from the river but approaching it more closely as we proceed. The district traversed is perfectly flat and carefully cultivated. The long narrow fields into which it is cut up are due to the French custom of equal subdivision of estates and the desire to give each heir a share of the river-frontage. The churches and presbyteries, with their shining tin spires and roofs, are the most prominent buildings in the numerous villages.

39 M. *Vaucluse*. From (48 M.) *Joliette Junction* a branch-line runs to *Joliette* (3347 inhab.), *St. Felix de Valois*, and *St. Gabriel de Brandon* (Mastigouche House, a resort of anglers). 56 M. *Berthier Junction*, for *Berthier* (1537 inhab.); 70 M. *Maskinongé*. — Near (74 M.) *Louiseville* (1740 inhab.) are the *St. Leon Springs* (Hotel, \$2-3), a frequented health-resort, the water of which is bottled and much used throughout Canada. The springs may also be reached by steamer. — 80 M. *Yamachiche*; 87 M. *Pointe du Lac*.

95 M. **Three Rivers** or *Trois Rivières* (*Du Fresne's Hotel*, \$2-2 $\frac{1}{2}$; *Rail. Restaurant*), one of the oldest towns in Canada, having been founded in 1618, lies at the mouth of the *St. Maurice River*, and at the head of tide-water in the *St. Lawrence*. It is the outlet for an important lumbering district, and manufactures stoves and car-wheels from the bog-iron ore of the district. Pop. (1891) 8334. The *Cathedral* is a building of some pretensions, and there are other large Roman Catholic institutions. *Benjamin Sulte*, the French-Canadian historian, is a native of Three Rivers, and has celebrated its historic associations in his '*Chronique Trifluvienne*'.

The *St. Maurice River* is about 300 M. long and drains a very large area. Its lower course is a succession of falls and rapids; and a pleasant

excursion may be made to the **Shawanégan Falls* (150 ft.; see below). Good fishing and shooting may be obtained along its course (guides, etc., at Three Rivers).

On the S. shore of the St. Lawrence, opposite Three Rivers, lies *Doucet's Landing* (p. 36).

We now cross the St. Maurice to (97 M.) *Piles Junction*, whence a branch-line runs to (27 M.) *Grandes Piles*.

Lac à la Tortue (19 M.; Shawanegan House), on this railway, is the nearest station to the above-mentioned *Shawanegan Falls*. — From (23 M.) *St. Tite Junction* another line runs to (39 M.) *Rivière à Pierre Junction* (p. 53), on the Quebec and Lake St. John Railway.

107 M. *Champlain*; 114 M. *Batiscan*, at the mouth of the river of that name (comp. p. 53); 119 M. *Ste. Anne de la Perade*, at the mouth of the *Ste. Anne River*; 130 M. *Lachevrotière*; 133 M. *Deschambault*; 137 M. *Portneuf*, with wood-pulp mills. At (146 M.) *Pont Rouge* we cross the *Jacques Cartier River*, famous for its salmon. 159 M. *Belair*; 165 M. *Lorette* or *Ancienne Lorette*, about 3 M. from *Indian Lorette* (see p. 52). As we approach Quebec our line is joined on the left by that from Lake St. John (see R. 11).

172 M. *Quebec*, see R. 9.

b. *Viâ the South Shore of the St. Lawrence.*

174 M. GRAND TRUNK RAILWAY in 6½-9 hrs. (fares as above).

From *Montreal* (Bonaventure Station) to (6½ M.) *St. Lambert*, see p. 10. From this point the line runs to the left (E.) through a pleasant, somewhat English-looking district of woodlands, pastures, and farms. Just beyond (21 M.) *Beleil* we cross the *Richelieu* (*View) and reach (22 M.) *St. Hilaire*, the starting-point for an ascent of *Beleil Mt.* (*Iroquois Ho.*, comp. p. 30), which here rises to the right of the line, though it first comes into view on our left front. *Otterburn Park*, on the *Richelieu*, at *St. Hilaire*, is a favourite picnic ground. — The next point of interest is (35½ M.) *St. Hyacinthe* (*Yamaska*, \$2), a pretty little French-Canadian city of 7016 inhab., with a Roman Catholic cathedral and a large Dominican college. Its manufactures include leather, shoes, woollen goods, and milling machinery. — Beyond *St. Hyacinthe* station we cross the *Yamaska River*. The country traversed is now rather featureless, with a good deal of scrub-wood. *Yamaska Mt.* is seen to the right, 12 M. distant. Beyond (48 M.) *Upton* we cross two small streams. 54 M. *Actonvale*; 66 M. *South Durham*.

At (76½ M.) *Richmond* (2096 inhab.), in the 'Eastern Townships' (p. 31), with the *College of St. Francis* (p. 27), our line diverges to the left (N.E.) from that to *Portland* (p. 18) and traverses a thinly-peopled district. 88½ M. *Danville*. Farther on we cross the *Nicolet*. From (108 M.) *Arthabaska* a branch-line runs to the left (N.) to (35 M.) *Doucet's Landing* (p. 36), connected by ferry with (2 M.) *Three Rivers* (p. 33). 117 M. *Stanford*; 123 M. *Somerset*, a local market, with a trade in lumber; 131 M. *Ste. Julie*. At (136 M.) *Lyster* we cross the *Bécancour*. 152 M. *St. Agapit*. At (164 M.)

Chaudière we cross the *Chaudière*, a rushing stream which forms a fine *Waterfall, 130 ft. high, a little to the left (top visible from the railway). The heights of Quebec are now finely seen to the left, the various features in and near the city becoming more and more prominent as we proceed. The huge red Château Frontenac Hotel (p. 42) is very conspicuous.

From (173 M.) *Lévis* (p. 48) passengers are ferried (fare 3 c.) across the St. Lawrence to (174 M.) *Quebec* (R. 9). Hotel-porters meet the trains at *Lévis* and will take charge of the baggage-checks. Cabs and omnibuses meet the steamer on the Quebec side (p. 37).

c. Viâ the St. Lawrence.

180 M. STEAMERS of the *Richelieu & Ontario Navigation Co.* leave their wharf near Bonsecours Market (Pl. E, F, 4) every evening at 7 p.m. in connection with the boat arriving from Kingston (R. 40), and reach Quebec next morning about 7 a.m. (fare \$ 3; berth \$ 1-2; meals 50 c.). The long days and short nights of a Canadian summer enable the traveller by this route to see a good deal of the river scenery. The banks are usually flat and offer little of interest except the innumerable French villages, with the shining tin-sheathed spires and roofs of their churches and presbyteries. Near Quebec, however, the scenery is more picturesque. The names of a number of the towns and villages along this part of the St. Lawrence are of frequent occurrence in accounts of the campaigns of 1775-6 (comp., e.g., Vol. VI of *Kingsford's* 'History of Canada').

Montreal, see p. 19. As we leave, we obtain a good view of the city and of the 'superb water-front with its long array of docks only surpassed by those of Liverpool' (*Howells*).

To the right lie *St. Helen's Island* (p. 28) and the small *Ile Ronde*. On the S. bank, opposite *Hochelaga* (p. 33), lies *Longueuil* (p. 30), with its pier.

7 M. (left) *Longue Pointe*, with the ruins of a large lunatic asylum, burned down in 1890.

7½ M. (right) *Boucherville*. The low marshy islands here are frequented for duck-shooting and sometimes cause disastrous inundations by damming up the ice descending the river.

8½ M. (left) *Pointe-aux-Trembles*, with a church dating from 1704.

14 M. (r.) *Varennnes*, with mineral springs, a miracle chapel, and a 'Calvaire', is frequented as a summering-place, and has a large modern church, with two towers and elaborate internal decorations. *Varennnes*, which also possesses a commercial college and a convent, celebrated its 200th anniversary in Aug., 1893. Sir George Cartier (p. 146) and other well-known Canadian politicians were natives of *Varennnes*. — (l.) *Bout-de-l'Isle*, at the mouth of the N. branch of the *Ottawa* (*Rivière des Prairies*), which enters the St. Lawrence amid a group of low wooded islands.

15 M. (l.) *Repentigny*. — 22 M. (r.) *Verchères*, with an old French wind-mill and a romantic legend. — 23 M. (l.) *St. Sulpice*. — 28 M. (r.) *Contrecoeur*. — 29 M. (l.) *Lavaltrie*. — 35 M. (l.) *Lanoraie*.

43 M. (r.) *Sorel* (*The Brunswick, Carlton*, \$1½), a small city of 6669 inhab., lies at the mouth of the *Richelieu* (pp. 10, 14, 34),

carries on a considerable country trade, and possesses several ship-building yards and foundries. It is named from Capt. De Sorel of the Salières-Carignan Regiment (p. 22), who built a fort here in 1665. Good fishing and snipe-shooting are obtained in the neighbourhood. — Opposite lies *Berthier* (p. 33).

From Sorel a branch of the C.P.R. runs to (11 M.) *St. Guillaume* (p. 14), *Farnham* (68 M.; p. 14), and (82 M.) *Stanbridge*. Near (10 M.) *Yamaska*, on this railway, are *Abenakis Springs* (Abenakis House, \$2, bath 30 c.), a summer-resort, also reached by steamer up the *St. François* (see below).

Beyond Sorel the *St. Lawrence* expands into **Lake St. Peter**, 25 M. long and 9 M. wide. The lake is shallow, but a deep channel has been dredged through it. Huge timber-rafts may be met here.

57 M. (r.) *St. François*, at the mouth of the river of that name.

— 65 M. (l.) *Louiseville* (p. 33).

76 M. (r.) *Nicolet*† (Canada Hotel, \$1½), with 2518 inhab. and a large college, lies at the mouth of the river of its own name (p. 34). Nearly opposite is *Pointe du Lac*, at the upper end of Lake St. Peter.

88 M. (l.) **Three Rivers** (see p. 33) lies at the mouths of the *St. Maurice* and at the head of tide-water, about midway between Montreal and Quebec. Opposite lies *Doucet's Landing* (p. 34; ferry).

104 M. (l.) *Champlain*. — 109 M. (l.) *Batiscan* (p. 34), with two lighthouses. — 116 M. (l.) *Ste. Anne de la Perade*, with a large church. — 124 M. (r.) *St. Jean des Chaillons*. — 129 M. (l.) *Gron-dines*. — 137 M. (r.) *Lotbinière*. — 138 M. (l.) *Deschambault* (p. 34).

143 M. (l.) *Portneuf*. Opposite is *Point Platon*, near which is the residence of the Hon. H. G. Joly de Lotbinière. The river bends to the right and forms the *Richelieu Rapids*. The scenery improves, the *Laurentide Mts.* (p. 33) approaching the river on the left.

153 M. (l.) *Les Ecureuils*, near the mouth of the *Jacques Cartier River* (p. 34).

160 M. (l.) *Pointe aux Trembles*, a small village where many Quebec ladies took refuge during the siege of the city by Wolfe (1759) and were captured by his grenadiers (comp. *J. M. Le Moine's* 'Tourist's Note-book').

167 M. (l.) *St. Augustin*. — 173 M. (l.) *Cap Rouge* (pronounced 'Carouge') lies at the mouth of the river whose valley forms the W. boundary of the Quebec plateau (comp. p. 48). Jacques Cartier wintered here in 1540-41, and Roberval made an unsuccessful attempt to establish a settlement here a few months later (see p. 39). About 1500 of Wolfe's troops descended with the tide from Cap Rouge to Wolfe's Cove on the morning of Sept. 13th, 1759 (p. 39). Nearly opposite is the mouth of the *Chaudière* (p. 35).

Quebec now soon comes into sight, magnificently situated on a rocky plateau rising perpendicularly from the river. To the left, at *Sillery*, is *Wolfe's Cove* (p. 39), where the famous landing was ef-

† The final t is sounded by the French Canadians in proper names of this kind.



G

0 1000 2000 Feet.
0 100 200 300 400 500 Metres.





fectured in 1759. The cove may be identified from the steamer by the tall chimney standing at its mouth. The N. shore is lined with timber 'booms' and rafts. As we pass *Cape Diamond* we see, high up on the cliff, a large inscription indicating the spot, on the road below, where Montgomery fell (p. 39). Opposite is *Point Lévis* (p. 48). 180 M. Quebec, see below.

9. Quebec.

Arrival. Travellers arriving by the Railway of the North Bank (R. 8a) run into the *Canadian Pacific Railway Station* (Pl. E, 3), on the N. side of the city. Passengers by the S. Shore Line (R. 8b) are ferried across from *Lévis* (p. 48) to the *Ferry Wharf* (Pl. F, 4). The St. Lawrence River Steamers (R. 8c.) lie to at the *Champlain Market Wharf* (Pl. F, 4). These are in the lower part of the town, from which the upper town, with the hotels, etc., is reached by steep streets or flights of steps crossing the lines of fortification. *Hotel Omnibuses* (25 c.) and *Cabs* (see below) meet all the chief trains and steamers.

Hotels. **Château Frontenac* (Pl. a; F, 4), a palatial structure, on Dufferin Terrace, opened in 1893, \$3½-5; *St. Louis* (Pl. b; E, 4), St. Louis St., from \$2½; **Florence* (Pl. c; D, 3), St. John St., outside the walls, a pleasant French house, with good cuisine and fine view from the back-windows, \$2½-3½; *Royal Albion* (Pl. e; E, 3), Palace St., \$2; *Henchey's* (Pl. d; F, 4), St. Anne St.; *Blanchard's* (Pl. f; F, 4), in the Lower Town, facing Notre Dame des Victoires (p. 46), \$1½-2; *Quebec House*, Bridge St., St. Roch, commercial. — *Boarding Houses* (\$8-10 a week): *Miss Lane*, 65 Ste. Anne St. (comp. p. 44); *Miss Leonard*, 3 St. Louis St.; *Mrs. Bickell*, 67 Ste. Anne St.; *Hill*, opposite the Albion Hotel; *Pension Fréchette*, near the Academy of Music; and many others. *Furnished Lodgings* are also obtainable.

Restaurants. At the hotels; *Chien d'Or*, opposite the Post Office (comp. p. 43); *Quebec Club*, Upper Town; *Bellevue Club*, Ste. Foye Road; *Club Vendôme*, St. Roch; *Commercial*, St. Peter St.

Tramways run from the *Champlain Market* (Pl. F, 4), through St. Peter, St. Paul, and St. Joseph Streets, to the *St. Sauveur Toll* (3½ M.), and from the *Post Office* (Pl. F, 4), through Buade, Fabrique, and St. John Streets (Upper Town), to the Ste. Foye Road (fare 5 c.).

Carriages ('Wagons') with two horses, within the town, per drive, from one ward to another, 1-2 pers. 50 c., 3-4 pers. 75 c.; if one or more intervening wards be passed through, 60 c., 75 c.; per hour \$1 and \$1¼. With one horse, 25 c., 40 c., 40 c., 60 c., 75 c., \$ 1. The *Calèche* (or calash) is a curious high two-wheeled vehicle for two persons, with the driver perched on a narrow ledge in front. For each trunk 10 c.; smaller articles free. Fare and a half between midnight and 4 a.m. Longer drives according to bargain. The drivers ('carters') urge the horses by the cry 'marche donc'. The best carriages are obtained in the Upper Town, the cheapest in the Lower Town.

Ferries ply every 10 min. (wharf, Pl. F, 4) to *Lévis* (fare 3 c. in summer, 10 c. in winter) and at frequent intervals to *Sillery* (p. 46; 10 c.), *St. Romuald* (p. 48), and the *Isle of Orleans* (p. 48).

Steamers run regularly from Quebec to *Montreal* (daily, at 5 p.m.; R. 8c.); to *Gaspé* (p. 67), *Charlottetown* (p. 96), *Summerside* (p. 97), and *Pictou* (p. 85); to the *Saguenay* (R. 12); to various small ports on the St. Lawrence; to *Liverpool* and *Glasgow* (see R. 1); to *London*; to *Bermuda* and the *West Indies*, etc.

Shops. Furriers: *Renfrew & Co.*, Buade St.; *Paquet*, St. Joseph St. — Booksellers: *Holliwell*, opposite the Post Office; *Dawson & Co.*, near the foot of Mountain Hill; *Wright, Walsh, Moore*, all in St. John St.; *Miller*, St. Peter St. — Sporting and Fishing Gear: *Chinic Hardware Co.*, foot of Mountain Hill; *Bazar du Voyageur*, opposite St. Louis Hotel; *Shaw & Co.*, St. John and Sous-le-Fort Sts.

Places of Amusement. *Academy of Music* (Pl. E, 4), next door to the St. Louis Hotel; *Jacques Cartier Hall*, St. Roch.

An Elevator (3 c.; Pl. F, 4) runs from Champlain St. (Lower Town) to Dufferin Terrace.

Post Office (Pl. F, 4), at the corner of Buade and Du Fort Sts. (8-4).

The best local guidebook of Quebec is that by *E. T. D. Chambers*.

Quebec, superbly situated on a promontory formed by the confluence of the St. Lawrence and the *St. Charles*, is, perhaps, the most picturesque city in North America, appealing at once to the most blasé tourist by the striking boldness of its site, the romance of its history, and the extraordinary contrast of its old-world appearance and population with the new world around it.

It consists of a *Lower Town*, lying on the narrow strips of level land fringing the river banks, and of an *Upper Town*, perched on the top of a rocky bluff, rising almost vertically on both sides to a height of 200-350 ft. above the water. [The name 'Lower Town', however, does not technically include the large districts of *St. Roch* and *St. Sauveur*; comp. pp. 47, 48.] In shape the city is a triangle, bounded by the two rivers and the *Plains of Abraham* (p. 45). The older portion of the Upper Town is still surrounded by a massive wall, but the city has now spread considerably to the W. of the fortifications. At the S. angle of the wall, on the highest point of the plateau, is the famous *Citadel* (p. 41).

'Unexampled for picturesqueness and magnificence of position on the American continent, and for the romance of her historic associations, Quebec sits on her impregnable heights a queen among the cities of the New World.

At her feet flows the noble St. Lawrence, the fit highway into a great empire, here narrowed to a couple of miles' breadth (really less than 1 M. — Editor), though lower down the waters widen to a score of miles, and at the gulf to a hundred. From the compression of the great river at this spot the city derives its name, the word signifying, in the native Indian tongue, the Strait. On the east of the city, along a richly fertile valley, flows the beautiful St. Charles, to join its waters with those of the great river. The mingled waters divide to enclasp the fair and fertile Isle of Orleans.

The city as seen from a distance rises stately and solemn, like a grand pile of monumental buildings. Clustering houses, tall, irregular, with high-pitched roofs, crowd the long line of shore and climb the rocky heights. Great piles of stone churches, colleges, and public buildings, crowned with gleaming minarets, rise above the mass of dwellings. The clear air permits the free use of tin for the roofs and spires, and the dark stone-work is relieved with gleaming light. Above all rise the long dark lines of one of the world's famous citadels, the Gibraltar of America.

* * * * *

Then, still below, the shores are lined with warehouses, and quays, and masses of shipping. All the surrounding waters are filled with sails; the scene is one of sunlight and life. Steamers with their filmy lines of smoke, pass up and down the river, or rapidly across, or tug with much noise and short breath the heavy rafts of wood, acres wide, covered with hut villages, that float down from the inland waters. At Pointe Lévy, opposite the citadel, lie stranded or lazily floating incalculable masses of this lumber, waiting for transit to the British Isles, South America, or Australia.'

(*Charles Marshall.*)

Quebec is the third city of the Dominion of Canada, containing 63,090 inhab. in 1891. Of these five-sixths were French and Roman Catholic. The chief business of the city is the exportation of timber (comp. p. 47), and large quantities of grain and cattle are

also exported. It is the port of entry of the Atlantic steamers in summer, and the landing-place of immigrants. Various manufactures are carried on in St. Roch. The streets, as a rule, are narrow and irregular, and the quaint houses resemble those of the older French provincial towns. The best shops are in St. Joseph St. and Crown St., in St. Roch, and in or near St. John St., Fabrique St., and Buade St., in the Upper Town.

History. In historic interest Quebec almost rivals Boston among the cities of the New World, and it excels the New England city in the fact that its historic sites are constantly in view and have not been obscured by later alterations. When Jacques Cartier (see p. 21) ascended the St. Lawrence in 1535 he found the Indian town of *Stadacona* ('narrowing of the river') occupying part of the present site of Quebec, and spent the winter in huts erected near the Dorchester Bridge (Pl. E, 1). On returning to France he carried with him the chief *Donnacona*, who unfortunately died in Europe. On his second visit, in 1541, Cartier wintered at *Cap Rouge* (p. 36). An unsuccessful attempt at settlement was made by the *Sieur de Roberval* in 1549. The real founder of Quebec was *Champlain* (p. 21; comp. p. 43), who in 1608 established a small post here, which gradually added agricultural settlers to the original fur-traders. In 1629 the little settlement was captured by *Sir David Kirke* (or *Kerk*), but it was restored to France three years later. In 1663 Quebec contained about 800 inhabitants. A little later (1690 and 1711) two unsuccessful attempts were made by English fleets to capture the flourishing little French city. In the first case *Sir William Phipps*, Governor of Massachusetts, was defied by *Governor Frontenac* and retired without doing serious damage. In 1711 the fleet under *Sir Hovenden Walker* was wrecked at Egg Island (p. 2; comp. p. 92).

In 1759, however, Quebec finally came into the possession of Great Britain through the daring of *General Wolfe*. The British fleet, under *Adm. Saunders*, anchored off the *Island of Orleans* (p. 48) on June 26th. The French army under the *Marquis de Montcalm*, 13,000 strong, was encamped on the shore at *Beauport* (p. 49). *Gen. Moncton* seized the heights of Lévis and from them bombarded the city. On July 31st Wolfe landed to the E. of the *River Montmorency* (p. 50), attacked the French lines, and was repulsed with heavy losses. A long delay then ensued owing to Wolfe's illness, but on the night of Sept. 12-13th the English troops stole up the river in boats under cover of the darkness, passed below the guns of the citadel, effected a landing at *Sillery* (p. 46), scaled the apparently inaccessible cliffs, surprised and overpowered the French sentinels, and formed their line of battle on the *Plains of Abraham* (p. 45). Montcalm hastened across the St. Charles, and battle was joined by 10 a.m. (Sept. 13th). Both leaders, as is well known, fell on the field, Wolfe dying on the spot (p. 46), while Montcalm, mortally wounded, was carried into Quebec (p. 46). The British were successful after a short struggle; the French troops retreated to Cap Rouge, and the city surrendered on Sept. 18th. According to Kingsford the numbers actually engaged (Indians not included) were 3800 British and 5500 French, the latter partly raw militia. The following spring *Gen. Murray*, who was left in Quebec with a considerable garrison, was defeated on the Plains of Abraham by a French army of 10,000 men under *De Lévis* and was besieged behind the city-walls until relieved by an English fleet on May 15th. Comp. *Parkman's* 'Wolfe and Montcalm', the *Abbé Casgrain's* 'Montcalm et Lévis', Vol. V. of *Kingsford's* 'History of Canada', and *J. M. Le Moine's* 'Maple Leaves' (Second Series).

In 1775 *Gen. Benedict Arnold* made his famous march through the *Chaudière Valley* (p. 16) and reached the Heights of Abraham by the way Wolfe had pointed out (Nov. 14th). On Dec. 1st he was joined by *Gen. Montgomery*, who took the command; and on Dec. 31st the Americans made a determined but vain attempt to take the city, Montgomery falling before a barricade in Champlain St. (see p. 37). Comp. Vol. VI. of *Kingsford's* 'History of Canada'.

Since then the history of Quebec has been comparatively uneventful,

though it has been visited by many destructive conflagrations and by several severe epidemics of cholera. For some years it was the capital of United Canada (p. xxv), and in the old Parliament House here, in 1864, took place the famous Confederation Debate, following the congress at Charlottetown (p. 96). The progress of Quebec has been by no means so rapid as that of other large Canadian and American towns, its population rising slowly from 42,052 in 1852 to 62,446 in 1881, since which it has been practically stationary.

The 'Royal William', the first vessel to cross the Atlantic wholly under steam (1833), was built at Quebec in 1831.

The **Province of Quebec** has an area of 228,900 sq. M. (larger than France or Germany), with an extreme length of 1000 M. and an extreme width of 400 M. In shape it is roughly triangular, the base abutting to the S.W. on Ontario while the apex extends to the N. to the Strait of Belle Isle. On the E. it is bounded by New England and New Brunswick, while to the N. and N.W. its frontier is somewhat indefinite. The St. Lawrence divides it into two very unequal parts, the portion cut off to the S.E. of the river being only about 50,000 sq. M. in extent. The most fertile part of the province is the plain of the St. Lawrence, of which 10,000 sq. M. are within Quebec; and the ordinary cereals and roots, hay, apples, plums, and various other crops are successfully cultivated. To the N. extends the huge and rocky Laurentian plateau, with its vast forests and innumerable lakes. To the S.E. of the St. Lawrence is the extension of the Appalachian system known as the Notre Dame Range, presenting an undulating surface and comprising much land suitable for agriculture or cattle-raising. Agriculture is the chief occupation of the population, and the lumber-business is also important. The province contains no coal, but asbestos, phosphates of lime, copper, gold, iron, and other metals are obtained in larger or smaller quantities. Fishing is carried on in the Gulf and Estuary of St. Lawrence. The manufactures of the province, which are steadily increasing in importance, include leather, cloth, cotton and woollen goods, iron and hardware, sugar, chemicals, soap, etc. In 1891 their total value was \$153,195,189. The trade of Quebec, owing to its position on the St. Lawrence, is very important. Other large navigable streams are the Ottawa, the Richelieu, the St. Maurice, and the Saguenay. In 1891 Quebec contained 1,488,535 inhab., about four-fifths of whom were French. — Quebec was originally settled by the French (comp. pp. 21, 39, 67), and it was not till after the American Revolution that any large number of British colonists established themselves here (comp. p. 31). At the time of the British conquest (1763) the name of Quebec extended to the whole of Canada or New France, outside of the Acadian provinces; but in 1791 it was divided into the two provinces of Upper and Lower Canada (comp. p. 155). These were re-united, as the Province of Canada, in 1841, and in 1867, on the establishment of Confederation, the province of Quebec assumed its present name and form. Perhaps the most notable fact in the later history of the province has been the extraordinary increase of the French Canadians, who did not number more than 70,000 at the cession of Canada. Large numbers of them have migrated to New England.

The stranger in Quebec should undoubtedly begin his visit with a walk round the walls and the view from Dufferin Terrace.

***Dufferin Terrace** (Pl. E, F; 5, 4) consists of a huge wooden platform, $\frac{1}{4}$ M. long and 50-70 ft. wide, erected on the edge of the cliffs on the S.E. side of the city, 185 ft. above the Lower Town and the St. Lawrence. Part of it occupies the site of the old *Château of St. Louis*, built by Champlain in 1620 and burned down in 1834. The site was levelled and the first platform was erected by the Earl of Durham, but the Terrace was rebuilt and enlarged in the governorship of the Earl of Dufferin and opened to the public in 1879 by the Marquis of Lorne and the Princess Louise. The N. end, however,

is still sometimes called the *Durham Terrace*. On the Terrace are five kiosks and a band-stand (frequent concerts). The S. end of the Terrace is railed off as dangerous, a disastrous landslide having occurred here in 1889. On the W. Dufferin Terrace is adjoined by the GOVERNOR'S GARDEN (Pl. E, 4), with the *Wolfe and Montcalm Monument*, erected in 1827 and bearing the neat epigrammatic Latin inscription:

Mortem Virtus Communem
Famam Historia
Monumentum Posteritas
Dedit

The **View from Dufferin Terrace is superb. At our feet are the winding streets of the Lower Town, including Champlain St., where Montgomery fell (p. 39). Beyond is the noble *St. Lawrence*, here about 1 M. wide, with its fleets of trading vessels and steamers, its wharves and docks, its timber rafts and 'coves'. On the opposite side rise the heights of *Lévis* (p. 48), with three huge forts (that to the right alone distinctly visible) and its conspicuous churches and convents. Looking towards the left (N.E.), we see the confluence of the *St. Lawrence* and the *St. Charles* and the fertile *Isle d'Orléans* (p. 48). Several villages are visible along the banks of the *St. Lawrence*, with *Cape Tourmente* (p. 57) looming dimly in the distance (35 M.). A cloud of mist marks the site of the *Montmorency Falls* (p. 50). Behind these (to the N.) rise the *Laurentide Mts.* (p. 33). Immediately to the N. of the Terrace are the *Post Office* and *Laval University*. Among the most conspicuous buildings in the Lower Town are *Champlain Market* (p. 47) immediately at our feet; the church of *Notre Dame des Victoires* (p. 46), just to the N.; and the *Custom House* (p. 47), at the mouth of the *St. Charles*.

This view should be seen, not only by daylight, but in the dusk and also after the city lights are lit.

The *Elevator* mentioned at p. 38 adjoins the N. end of the Terrace.

At the S. end of Dufferin Terrace, adjoining *Cape Diamond*, the highest point of the plateau (350 ft.), stands the *Citadel* (Pl. E, 4, 5), a strong fortification, covering 40 acres of ground and dating in its present form from 1823. It is entered by a road diverging from *St. Louis St.* at *St. Louis Gate* (see Pl. E, 4, 5), ascending across the glacis to the *Chain Gate*, and then leading along the trenches. It may be reached from the S. end of Dufferin Terrace by paths ascending across the green glacis and steps descending to the moat through a redoubt. No order of admission is now required, but at the *Dalhousie Gate*, leading from the moat to the inner works, the visitor is met by a soldier to act as guide (fee discretionary).

The present Fortifications of Quebec were constructed in 1820-30, substantially on the lines of the French works of 1620. In the French period there were apparently three *City Gates*, two of which, the *St. John* and *St. Louis Gates*, are now represented by modern structures, while the *Palais Gate* has been entirely swept away. The *Hope* and *Prescott Gates* were added by the English, but no longer exist. *Kent Gate*, to which the Queen contributed, is wholly modern. See also below. The Citadel and other fortifications of Quebec are by no means equal to the demands of modern warfare, and a system of detached forts has been planned, of which those at *Lévis* (p. 48) have been completed.

Since the withdrawal of the British troops in 1871 the Citadel has been garrisoned by Canadian militiamen. It encloses a large parade and drill ground, 42 acres in extent, surrounded by barracks and magazines under the walls. Numerous heavy guns are mounted on the ramparts. In the centre is a diminutive cannon captured at Bunker Hill (1775). The

large stone building is the *Officers' Quarters*, at the E. end of which, overlooking the river, is the *Governor-General's Residence*, usually occupied by him for short visits every year. The W. *Ramparts* overlook the Plains of Abraham (p. 45), and the **View from the *King's Bastion*, at the N.E. angle of the ramparts, rivals that from Dufferin Terrace.

We now return to the *St. Louis Gate* (Pl. E, 4), a handsome structure in a mediæval style erected on the site of the old gate in 1878-9, ascend the steps, and begin here our circuit of the **Walls* (3 M.). To the right, within the walls, lies the *ESPLANADE* (Pl. E, 4), with a few mortars and dismounted cannon. To the left rises the large new *Parliament Building* (p. 45). In about 4 min. we reach the *Kent Gate* (Pl. E, 4), a Norman structure erected in 1879 to relieve the pressure of traffic (see p. 41). It was named in honour of the Duke of Kent, father of Queen Victoria, who lived in Quebec from 1791 to 1794. To the left is the *Montcalm Market* (Pl. E, 3), to the right the *Church of the Congregation*, one of the oldest in the city. We now obtain a view, in front, of the St. Charles River and the Laurentide Mts. Beyond the **St. John Gate* (Pl. E, 3), erected in 1867, we have to leave the walls for a space, this angle of the fortifications being occupied for Government purposes. We regain the line of the walls at Palace St., where we cross the gap left by the removal of the old *Palace Gate* (Pl. E, 3; see p. 41) and have the huge mass of the *Hôtel Dieu* (p. 44) to the right. As we proceed we overlook the quaint Lower Town, with its narrow streets and numerous factories. Famille St. marks the site of the old *Hope Gate* (Pl. F, 3; see p. 41). A little farther on (about $\frac{1}{4}$ hr.'s walk from St. John's Gate) we reach the **Grand Battery* (Pl. F, 4) at the N.E. angle of the walls, on the cliff named *Sault-au-Matelot*, another fine point of view, overlooking the Docks and the confluence of the rivers. Behind us, at this point, are the solid buildings of *Laval University* (p. 43). Our course now leads towards the S. and soon brings us back to *Dufferin Terrace* and the *Citadel* (see p. 41). The *Prescott Gate* (p. 41) was at Mountain Hill St. (Pl. F, 4).

At the N. end of the Dufferin Terrace stands the new *Château Frontenac Hotel* (p. 37), a large and handsome building in the French Baronial style, of light-red brick, with copper roofs. It occupies the approximate site of the old French *Château of St. Louis* (p. 40), a stone from which, bearing a Maltese cross, has been immured above the main entrance. This faces the *PLACE D'ARMES* (Pl. F, 4), the parade-ground and fashionable promenade of the French period. On the W. side of the Place is the *Anglican Cathedral* (Pl. F, 4), a plain edifice of 1804, with a spire 150 ft. high. It contains mural memorials to *Bishop Mountain*, first incumbent of the see, the *Duke of Richmond* (d. 1819), Governor-General of Canada (buried below the altar), and others. Adjacent are the *Rectory* and the *Chapel of All Saints*. To the S. of the Cathedral, at the corner of St. Louis St., is the handsome new *Court House* (Pl. F, 4).

The short *Du Fort St.* leads to the N. from the Place d'Armes to the **Post Office** (Pl. F, 4; p. 38), a substantial stone building at the corner of Buade St., erected in 1873.

The Post Office occupies the site of the old *Chien d'Or Building*; and a stone from the old building, bearing the carved and gilded figure of a dog, has been built into the front-wall. Below is the inscription:

'Je suis un chien qui ronge l'os
En le rongeant je prends mon repos.
Un temps viendra qui n'est pas venu
Que je mordrai qui m'aura mordu.'

The story goes that the house belonged to a rich merchant named *Philibert*, who had been wronged by *Intendant Bigot* (see p. 47) and chose this way of expressing his hatred. *Philibert* was afterwards killed by an officer quartered on the *Chien d'Or* by *Bigot*, but was revenged by his son, who slew his father's murderer in *Pondicherry* many years later. Comp. 'The Golden Dog', a historical novel by *W. Kirby*. At a later date the house was occupied as an inn by *Sergeant Miles Prentice*, whose pretty niece, *Miss Simpson*, so captivated *Commander Horatio Nelson* of H. M. S. 'Albemarle' in 1782, that the future hero of *Trafalgar* had to be spirited away by his friends to prevent him marrying her.

Following Buade St. towards the left, we pass the *Archbishop's Palace* (Card. Taschereau) and the **Basilica** (Pl. F, 4) or *Roman Catholic Cathedral*, founded in 1666 but dating in its present form from the second half of the 18th century. It occupies in part the site of the *Chapelle de la Recouvrance*, built by *Champlain* in 1633.

The interior is gay with white paint and gilding. Among the numerous paintings are a *Crucifixion, by *Van Dyck* (on the first pillar on the N. side of the nave, next the choir); a St. Paul, by *Carlo Maratti* (in the choir); and examples of *Restout*, *Blanchard*, *Vignon*, and *Plamondon*. The high-altar-piece is apparently a copy of *Lebrun*. The bishops of Quebec, including Laval, and four French governors, including *Frontenac*, are commemorated by tablets. The collection of vestments may be seen on application to the verger.

The large empty space opposite the Basilica, on the other side of the square, was formerly occupied by the huge *Jesuits' College*, founded in 1635, rebuilt after the fire of 1640, long used as barracks by the British troops, and recently demolished.

According to the most recent investigations the *Chapelle de Champlain*, built in 1636 over the tomb of the hero, lay in the *Cimetière de la Montagne*, to the E. of the Basilica, below the site of the old Prescott Gate.

To the N. of the Basilica extend the huge buildings of the ***Seminary of Quebec** and ***Laval University** (Pl. F, 4).

The Seminary of Quebec was founded in 1663 by *François de Montmorency Laval*, first Bishop of Quebec, and the picturesque group of buildings composing it date from 1666 to 1880. It is divided into *Le Grand Séminaire*, for the education of priests, and *Le Petit Séminaire*, for the general education of boys. In 1852 the Seminary founded the *University of Laval*, which received a royal charter the same year and one from Pope Pius IX. in 1876. It possesses Faculties of Arts, Theology, Law, and Medicine. The Seminary is attended by 400, the University by 250 students. The main entrance to the University is at the Grand Battery (p. 42), but it is also reached from the Seminary through the *Theological Hall* and *Priests' Dwellings*. The *Medical Faculty* occupies a separate building (comp. p. 29).

The University, which contains many objects of interest, is open to visitors daily, Sun. and holidays excepted (fee 25 c.; Thurs., 1-4, free). The ***PICTURE GALLERY** (catalogue provided) is the finest in Canada, containing, inter alia, works ascribed to *Van Dyck* (No. 95), *Teniers* (72, 98, 99), *Tintoretto* (123), *Salvator Rosa* (69), *Vernet* (30), *Albani* (63), *N. Poussin* (103), *Parrocel* (14, 15), *Romanelli* (36), *Simon Vouet* (47), *Boucher* (55, 56, 58),

L. Carracci (70), *Leemans* (79. Portrait of Calvin), *Poelenberg* (107), *Schalcken* (109), *Molenaer* (84), and *d'Ulin* (120. St. Jerome). — The MINERALOGICAL AND GEOLOGICAL MUSEUM illustrates the mineral resources of the Dominion and includes a good collection of Canadian and foreign marbles. — The ETHNOLOGICAL MUSEUM includes an interesting series of Indian skulls. — The COLLECTIONS OF NATURAL HISTORY, SCIENTIFIC INSTRUMENTS, AND COINS also repay inspection. — The RECEPTION HALLS contain interesting portraits (Bishop Laval, etc.) and other pictures. — The *LIBRARY, with 120,000 vols., is very rich in works relating to Canada. — The PROMOTION HALL, in which the graduation ceremonies take place, can seat 1500 people. — The flat roof of Laval University commands a magnificent view. — The new SEMINARY CHAPEL contains an Ascension by *Philip de Champaigne*, etc.

Another of the great Roman Catholic institutions of Quebec is the large ***Hôtel Dieu Convent and Hospital** (Pl. E, F, 3), the imposing buildings of which are seen a little to the W. (entr. in Palace St.). It was founded by the Duchess d'Aiguillon, niece of Card. Richelieu, who placed it under the charge of the Hospitalières nuns. The buildings date from 1654 to 1762, and have been lately extended.

The *Convent Church* (entered from Charlevoix St.) contains a praying Monk by *Zurbaran*, a St. Bruno by *Eustache Le Sueur*, and other paintings. Good singing at the Sun. services. — Among the relics of the convent are a silver bust enshrining the skull of *Jean de Brébeuf*, a Jesuit missionary tortured to death by the Iroquois in 1649, and the bones of his fellow-martyr *Lalemant* (comp. *Parkman's* 'Jesuits in North America').

On a house at the corner of Palace St. and St. John St. (Pl. E, 3) is a small wooden figure of *General Wolfe*, placed here in 1771. — We may now follow St. John St. to St. Stanislas St. and proceed to the left to the handsome *Methodist Church* (Pl. E, 3, 4). — At the corner of St. Stanislas St. and Dauphin St. is **Morrin College** (Pl. E, 4), a small but vigorous Protestant institution, affiliated to McGill University (p. 27), with a full University course in arts and divinity.

This college was originally used as a prison, and the old cells are still shown in the N. wing. — Morrin College is also the home of the **Library of the Quebec Literary and Historical Society*, containing a valuable collection of books relating to Canada (20,000 vols.).

Descending St. Anne St. towards the E. and turning to the right into Garden or Des Jardins St., we reach the ***Ursuline Convent** (Pl. E, 4; visitors admitted in summer to parlours and chapel, 9-11 and 2-4). The convent was founded in 1639 by Mme. de la Peltrie and Mlle. Marie de l'Incarnation, the 'St. Theresa of the New World'. The present buildings, which, with the enclosed gardens, cover seven acres of ground, date from 1686.

The chapel contains paintings by *Philip de Champaigne*, *Restout*, *Prud'homme*, and other French artists. *Montcalm* (p. 46) is buried here, in a grave made by a shell which burst in the chapel during the bombardment of 1759. His skull is preserved under glass. The shrines contain bones from the Roman Catacombs. Specimens of embroidery and painting by the nuns may be obtained in the reception rooms.

No 65 St. Anne St., overlooking the Ursuline Convent Garden, is *Miss Lane's Boarding House*, where Mr. Howells lived while collecting material for 'A Chance Acquaintance'. Comp. chap. iv. of that charming volume.

The short Donnacona St. leads back to St. LOUIS STREET (Pl. D, 6, 3), which we now follow to the right (W.), past the *City Hall* (Pl. E, 4), the *Union Club* (Pl. E, 4), and the *Garrison Club* (Pl. E, 4). A tablet

on a house to the right (No. 72) commemorates the fact that Montgomery (p. 39) was laid out here. We soon reach the *St. Louis Gate* (p. 41), just outside which, to the left, are the *Skating Rink* (Pl. D, 4) and *Drill Shed* (Pl. D, 4). In front of the last is a *Monument to Major Short and Sergeant Wallick*, who perished in a gallant attempt to stem a conflagration in 1889.

To the right, in a commanding situation, 280 ft. above the St. Lawrence, stand the **Parliament and Departmental Buildings** (Pl. D, 4), an imposing French Renaissance edifice in grey stone, erected in 1878-92. The central tower is 160 ft. high.

The bronze groups in front of the building, in niches on the façade, and on the roof are the work of the talented native sculptor *Hébert*. *Maisonnette* (p. 24), *Cartier* (p. 24), *Frontenac* (p. 39), and *Champlain* (p. 39) are commemorated in conspicuous inscriptions.

The Interior is handsomely fitted up, with wooden panelling on the staircases bearing the coats-of-arms of distinguished Quebeckers. The *Chamber of Deputies* and the *Room of the Legislative Council* are spacious and convenient (public admitted to the galleries; reserved seats on application to the Speaker).

Visitors should ascend to the top of the tower, which affords a splendid **View of the city, the two rivers, etc. (comp. pp. 41, 38).

We now continue our walk along the **GRANDE ALLÉE** (Pl. A-C, 4), in order to visit the battle-field of 1759. The open ground behind the houses to the left, between the road and the edge of the cliff, is known as the **COVE FIELD** (Pl. C, D, 4, 5) and is used by golfers. It is Government property. Remains of old fortifications may be traced here, showing that the original French lines were somewhat more advanced than the present works. The two *Martello Towers* (Pl. C, 4, 5), at the W. end of the Cove Field, date from about 1812. [There are other two towers to the N.; Pl. C, 3.] A steep flight of steps descends from the Cove Field to the prolongation of Champlain St. (p. 47). To the right lie the *Lacrosse Grounds*. About $\frac{1}{3}$ M. beyond the Martello Towers is the new *District Gaol* (Pl. B, 4), a large and massive building. To the N. of this (reached from the Grande Allée by the road to the left just beyond the toll-gate, about 1 M. from the St. Louis Gate) stands **Wolfe's Monument** (Pl. B, 4), a tall column rising from a square base and bearing the inscription: 'Here died Wolfe victorious, Sept. 13. 1759'. A little to the S.E. of the Gaol is the *Quebec Observatory* (Pl. B, C, 5).

To the W. of this point stretch the **Plains of Abraham** (Pl. A, B, 4, 5), so called after Abraham Martin, royal pilot of the St. Lawrence, who owned them about the middle of the 17th century. Wolfe's Cove (p. 37) is about $1\frac{1}{4}$ M. farther on, below the cliff.

At the date of the battle the Plains stretched without fence or enclosure up to the walls of the town and to the Coteau Ste. Geneviève. The surface was sprinkled with bushes, and the flanking woods were denser than at present, so affording more cover to the French and Indian marksmen. The position of the front of the French army at the opening of the battle (10 a.m.) may be indicated by a line drawn from the General Hospital (Pl. C, 1) to the St. Lawrence. The British line was about $\frac{1}{4}$ M. farther to the W. The severest fighting took place on the side next the St. Lawrence (in the neighbourhood of the Gaol and Mar-

tello Towers), where the opposing generals commanded in person, Wolfe at the head of the British right wing, and Montcalm at the head of the French left. The battle was hotly contested for a time, but the French troops, consisting largely of militiamen, gave way at last before the impetuous charge of the Louisbourg Grenadiers and 28th Regiment, led by Wolfe himself, and were pursued almost up to the walls of the fortress. Wolfe was hit three times, the last ball piercing his breast. He seems to have fallen on the high ground a little to the E. of the Monument, the latter occupying the spot whither he was carried to breathe his last. Montcalm was first struck by a musket-ball and then by a discharge of the only field-piece the British had brought into action. He was carried mortally wounded into Quebec and died about five o'clock the next morning. Comp. pp. 44, 39.

The *Battle of Ste. Foye* (April 27-28th, 1760), in which Gen. Murray was defeated by the Chevalier de Lévis (see p. 39), took place to the N. of the Plains of Abraham; and the spot where the struggle was fiercest is marked by the *Ste. Foye Monument* (Pl. A, 3), erected in 1860 on the Ste. Foye road, about 1 M. from the St. John Gate and $\frac{3}{4}$ M. to the N.W. of the Wolfe Monument. It is inscribed: 'Aux Braves de 1760, érigé par la Société St. Jean Baptiste de Québec, 1860.' A visit to this point is easily combined with the excursion to the Wolfe Monument, by following the second cross-road to the right beyond the latter and returning to town by the Ste. Foye Road and St. John St. (a round in all of about 4 M.).

Following the Grande Allée for about $1\frac{1}{4}$ M. beyond the Wolfe Monument, we reach (left) the entrance to the beautiful grounds of ***Spencer Wood**, the residence of the Lieutenant-Governor of Quebec. The cliffs behind the house afford a splendid view, with Wolfe's Cove (see above) lying at our feet.

The grounds of Spencer Wood are adjoined on the W. by those of **Spencer Grange** (fine vineries), the home of *Mr. J. M. Le Moine*, the author of numerous interesting works relating to Quebec and Canadian history.

Spencer Wood adjoins *Mt. Hermon Cemetery* (Prot.) and *St. Patrick's Cemetery*, beyond which, $3\frac{1}{2}$ M. from Quebec, is the village of *Sillery*, with its large convent, school-house, and timber-coves. We may return hence to the city by a small steamer (10 c.).

To visit the **Lower Town of Quebec**, we may follow *Mountain Hill St.* or *Côte de la Montagne* (Pl. F, 4) and descend to the right by the picturesque *Champlain* or *Breakneck Steps*, which lead to what is, perhaps, the quaintest and busiest part of the riverine districts. Close by is the unpretentious church of **Notre Dame des Victoires** (Pl. F, 4), erected close to the site of Champlain's original *Habitation de Quebec* (1608; p. 39).

The name refers to the deliverance of the city from the English attacks of 1690 and 1711 (p. 39); and tablets on either side of the door (inside) bear the following inscriptions, which reflect a pleasant light on the magnanimity of the Government that overlooks them.

1688. *Pose de la 1ère Pierre par le Marquis de Denonville Gouverneur. Innocent XI. Pape. Louis XIV. Roi de France. L'église est dédiée à l'enfant Jésus.*

1690. *Défaite de l'amiral Phips. L'église prend le titre de Notre Dame de la Victoire.*

1711. *Dispersion de la flotte de l'amiral Walker. L'église prend le titre de N. D. des Victoires.*

1759. *Incendiée pendant le siège.*

1765. *Rebatie.*

1888. *Restaurée à l'occasion du 2ième Centenaire.*

Just to the S. of Notre Dame des Victoires is *Sous-le-Fort St.* (Pl. F, 4), recalling the narrow mediæval streets that survive in Bristol (*e. g.* the Pithay) and many Continental towns. *Sous-le-Fort St.* ends at the foot of the elevator leading to Dufferin Terrace (Pl. F, 4; see p. 41), whence *Little Champlain Street* (Pl. F, 4, 5), the scene of Montgomery's death (p. 39), leads to the S. along the base of the cliffs. Between Little Champlain St. and the river stands the large **Champlain Market** (Pl. F, 4), near the wharves of the river-steamers. By continuing our walk towards the S. (W.), through *Champlain Street* (Pl. C-E, 5), we may visit some of the large timber 'coves' that line the river farther up.

Moving in the opposite direction (N.) from Notre Dame des Victoires, we may follow the busy **ST. PETER STREET** (Pl. F, 4), with its shops, banks, and warehouses. Near the end of St. Peter St. *Leadenhall Street* (Pl. F, G, 4) leads to the right to the **Custom House** (Pl. G, 4), a Doric building, at the junction of the St. Lawrence and the St. Charles. To the N. of this point lies the capacious **Louise Basin** (Pl. F, G, 3), with a wet dock 40 acres in area and a tidal dock of half that size. On the *Louise Embankment*, forming the outer wall of the docks, is the *Immigration Office* (Pl. G, 3), with the new barracks in which immigrants are cared for until they can be forwarded to their ultimate destinations.

ST. PAUL STREET (Pl. F, 3, 4), diverging to the left near the end of St. Peter St., leads to the W. between the cliff and the docks, passing near the stations of the *Lake St. John* (Pl. F, 3), the *Montmorency & Charlevoix* (Pl. F, 2), and the *C. P. Railway* (Pl. E, 3).

At the corner of *St. Nicholas Street* (leading to the left from St. Paul St.) and *St. Valier Street* is *Boswell's Brewery* (Pl. E, 3), occupying the site of the palace of Intendant Bigot, parts of the old walls of which may be seen in the court (plan in the library of the Historical Society, p. 44).

The Intendant was the head of the civil administration of the French colony of Canada, as the Governor was of its military administration. Bigot, who was appointed Intendant in 1752, did much, by his profligacy, oppression, extravagance, and dishonesty, to ruin the resources of the colony and hasten its fall. Near the palace stood the so-called '*Friponne*' ('swindle'), a large storehouse erected by Bigot to hold the goods arriving from Bordeaux until sold to the King or the citizens. Comp. *Parkman's* 'Montcalm and Wolfe' (chap. xvii).

St. Paul St. is continued, beyond *St. Roch Street* (Pl. E, 2, 3), by **ST. JOSEPH STREET** (Pl. C-E, 2), forming the dividing line between the industrial ward of *St. Roch*, to the right, and the artisans' dwellings of the *Jacques Cartier Ward*, to the left. The former is supposed to occupy the site of Stadacona (p. 39; monument). The *Church of St. Roch* (Pl. D, 2) is a large but uninteresting edifice. On the banks of the St. Charles, which here makes an abrupt bend round *Hare Point*, are the *Marine Hospital* (Pl. D, 1) and the large *General Hospital* (Pl. C, 1). The latter occupies the site of the house of the Récollets, in which they received the

Jesuit missionaries in 1625. Beyond St. Roch is the district of *St. Sauveur*, with its imposing Church.

The chief points of interest in the *Environs of Quebec* are enumerated in the following route. A favourite drive leads round the plateau of Quebec (about 20 M.), going out to *Cap Rouge* (comp. p. 36) by the St. Louis Road and returning by the Ste. Foye Road.

From Quebec to *Montreal*, see R. 8; to *Boston*, see R. 3d; to *Portland*, see R. 5; to *Lake St. John*, see R. 11; to the *Saguenay*, see R. 12; to *Halifax*, see R. 13.

10. Excursions from Quebec.

a. Lévis.

Ferry Steamers ply at intervals of about 10 min. from the *Lévis Wharf* (Pl. F, 4), not far from the Champlain Market, to ($\frac{3}{4}$ M.) *Lévis* (5 min.; fare 3c. in summer, 10c. in winter).

Lévis or *Point Lévis* (*Kennebec*, *Terminus*, \$1-1 $\frac{1}{2}$), a city of 7300 inhab., is finely situated on the heights on the E. bank of the St. Lawrence, opposite Quebec, and should be visited, if for no other reason, on account of the magnificent *View it affords of that city (ferries, see p. 37). It is the terminus of a branch of the Grand Trunk Railway and also of the Intercolonial and Quebec Central Railways (comp. pp. 35, 62, 16). The heights above the town, from which Gen. Moncton bombarded Quebec in 1759 (see p. 39), are now occupied by three enormous forts of earthwork and masonry, recently erected at a cost of nearly \$1,000,000 each. So far, however, they have neither been armed nor garrisoned. The drive round these forts is interesting and affords a series of delightful views. The *Lorne Graving Dock*, near the N. end of Lévis, is almost 500 ft. long and admits vessels drawing 25-26 ft. of water. Some of the *Churches* and *Colleges* are large and conspicuous buildings. — Lévis is adjoined on the N. by *Bienville* and *St. Joseph*, and on the S. by *South Quebec* and *St. Romuald* or *New Liverpool* (3545 inhab.), all sharing in the large lumber-trade of Quebec (direct ferry, see p. 37). The **Church of St. Romuald* is adorned with good paintings by *Lamprecht* of Munich.

The *Chaudière Falls* (see p. 35) are 4 M. to the S.W. of St. Romuald (cab \$1 $\frac{1}{2}$) and are well worth visiting. The sail to St. Romuald affords fine views of the bold shores of the St. Lawrence. About halfway between St. Romuald and the falls we cross the Chaudière at a point called the 'Basin'.

b. Isle of Orleans.

Steamers, starting from the *Champlain Wharf*, ply hourly to (4 M.) *Ste. Pétronille*, on the *Isle of Orleans* ($\frac{1}{2}$ hr.; fare 10c.).

About 4 M. below Quebec the St. Lawrence is divided into a N. and a S. channel by the *Island of Orleans* (*Isle d'Orléans*), 20 M. long, 5 M. wide, and 70 sq. M. in area. The short steamboat voyage to it affords, perhaps, the best *View of the city of Quebec, while to the N. are seen *Beauport* (p. 49) and the *Montmorency Falls* (p. 50), backed by the *Laurentide Mts.* The Indian name of the island was *Minego*, and it was called *Isle de Bacchus* by Jacques Cartier (1535) on account of the numerous grape-vines he found on

it. General Wolfe established his camp here before his siege of Quebec (p. 39). The island is occupied by about 4400 'habitants', who raise large crops of potatoes, make cheese, and possess fine orchards of apples and plums. [The plum-crop has, however, suffered greatly in recent years from the 'black knot'.] The steamer calls at *Ste. Pétronille de Beaulieu*, a village of 285 inhab., with a pleasant little hotel (*Château Bel-Air*), a park, and other attractions, which draw many summer-visitors. On the N. shore of the island lie the hamlets of *St. Pierre* and *St. Famille*, on the S. shore those of *St. François*, *St. Jean*, and *St. Laurent*. The churches date mainly from the middle of last century; the *Nunnery of St. Famille* dates from 1699. Fine views are obtained of the *Laurentide Mts.* from the N. shore.

c. Falls of Montmorency and Ste. Anne de Beaupré.

21 M. QUEBEC, MONTMORENCY, & CHARLEVOIX RAILWAY in 1 hr. (fare to Montmorency 20c., to Ste. Anne 30c.). This railway claims to run 'especially for the accommodation of pilgrims and pilgrimages', and on its opening was formally blessed, with all its belongings, by Card. Taschereau. It runs between the road and the river. The chief stations (comp. below) are (3 M.) *Beauport*, (6½ M.) *Montmorency Falls*, (10 M.) *L'Ange Gardien*, and (15½ M.) *Château Richer*. — A steamer runs from Quebec to Ste. Anne two or three times weekly in summer from Champlain Market Wharf (Pl. F, 4).

The tourist, however, is advised to make this excursion, as far as the Montmorency Falls, by road; and the description below adopts this arrangement. The carriage-fare to and from Montmorency should not exceed \$1 for each person. The pedestrian who understands French will find much to interest him throughout the *Côte de Beaupré*. The inns are primitive but clean. — Comp. 'A Chance Acquaintance', by W. D. Howells, and 'The Tourist's Note-book', by J. M. Le Moine.

We cross the *St. Charles* by the *Dorchester Bridge* (Pl. E, 1, 2), erected in 1789 and named after the then Governor-General of Canada. To the left is seen the *Marine Hospital* (p. 47). The road then turns to the right and runs parallel to the St. Lawrence. It is lined nearly all the way with the cottages of the 'habitants', generally standing askew to the road so as to present their gable-end to the E. wind. The visitor will notice the open-air ovens for baking bread, such as are common throughout French Canada. Behind the houses are the long narrow strips of their farm-lands (comp. p. 33), stretching on the right down to the river. Good views are enjoyed of Quebec, Lévis, and the Isle of Orleans. To the right lies *Maiseterets*, a farmhouse belonging to Quebec Seminary and forming the regular holiday resort of the pupils. To the left, farther on, about 2 M. from Dorchester Bridge, is the large *Provincial Lunatic Asylum*. On the same side, ½ M. farther on, is the *Temperance Monument*, erected by Abbé Chiniquy, curé of Beauport in 1841, and afterwards an energetic Protestant preacher. — 1 M. (r.) *Church and Presbytery of Beauport*. The church is a large edifice, the handsome towers of which were burned down about 1888. Montcalm had his headquarters in 1759 at the manor-house of Beauport, one of the ruinous buildings seen to the left, and at the *De Salaberry Manor*,

since destroyed. Beauport is a long straggling village with about 1500 inhabitants.

About 31½ M. beyond Beauport Church we cross the *Montmorency River* and reach *Bureau's Inn*, where tickets of admission to the grounds round the falls are obtained (25 c. each pers.; entr. opposite the inn). The road crosses above the falls; the railway crosses below them, affording an excellent view of them to the left.

The **Falls of Montmorency*, known to old French peasants as *La Vache*, are formed by the Montmorency River just before its confluence with the St. Lawrence and are 265 ft. high and 150 ft. wide. In spring or after heavy rain they are very imposing. The path in the inn-grounds leads to a steep flight of 370 steps, which affords a good view of the falls from below, but hardly repays the fatigue of descent and ascent. A summer-house on the opposite side of the river commands a nearer view of the falls from above; but this is in the private grounds of *Haldimand House*, now owned by *Mr. Herbert A. M. Price* (no adm.). Haldimand House was built by Governor Haldimand in 1780 and was occupied by the Duke of Kent in 1791-4. The summer-house was also built originally by Gen. Haldimand, at the suggestion of the Baroness Riedesel, wife of the commander of the Hessian troops in the Revolutionary War (see her 'Letters'). Above the falls are the remains of a suspension bridge, which fell in 1854, carrying with it a peasant and his family who were driving across it at the time. Two fine ice-cones used to be formed at the foot of the falls in winter, affording royal sport to Quebec tobogganers, but there is now so little spray, owing to the fact that great part of the water is withdrawn to generate the electric light with which Quebec is illuminated, that the cones are insignificant. At the mouth of the Montmorency are a large *Cotton Mill*, the *Electric Plant* for lighting Quebec, and the remains of the *Hall-Price Saw-Mills*.

No visitor to the Falls should omit seeing the **Natural Steps*, 1¼ M. farther up the river. These are a series of curious ledges of limestone rock, of singularly regular formation, hemming in the Montmorency, which flows boiling through its narrow channel and over miniature waterfalls. The scene recalls the Strid at Bolton Abbey or the Linn of Dee near Braemar (see *Baedeker's Great Britain*). To reach the Natural Steps we re-cross the bridge and follow a cart-track ascending along the right bank of the stream. This dwindles to a path leading along the edge of the trees on the river-bank, and after 15-20 min. walk from the high-road a well-defined path to the right descends to the Steps. On our way back we should follow another descending path, about 200 yds. from that just mentioned and not so distinct, which leads to a sombre black pool below the Natural Steps.

It was at Montmorency that Wolfe delivered his unsuccessful attempt on Montcalm in 1759, the centre of the attack being the end of the road known then and now as the *Côte de Courville* (see p. 39).

Beyond Montmorency the RAILWAY affords good views, to the right, of the St. Lawrence and the *Isle of Orleans* (p. 48). — 9½ M. (from Quebec) *L'Ange Gardien*, with its old church, prettily situated in a small valley and frequented by sportsmen in search of snipe and partridge. The hills approach more closely. — Near (15½ M.) *Château Richer*, with its fine apple and plum orchards and good shooting, are the romantic falls of the *Sault à la Puce*, about 110 ft. high. — 18½ M. *Rivière des Chiens*; 20½ M. *Eglise Ste. Anne*.

21 M. *Ste. Anne de Beaupré*, or *La Bonne Ste. Anne* (*Regina Hotel*; also several small inns), a village with about 1000 inhab., is the most famous place of pilgrimage in America to the N. of Mexico and is visited annually by many thousands of pilgrims (124,000 in

1892). The present *Church of Ste. Anne*, opened for public worship in 1876 and created a Basilica by the Pope in 1887, is a large and handsome building, with towers 168 ft. high. It contains some relics of Ste. Anne, numerous *ex voto* offerings and crutches left by those who have undergone miraculous cures, and a good altarpiece by *Le Brun*. The enthusiasm is at its greatest height on Ste. Anne's Day (July 26th). The original church of 1658 (the eleventh church built in Canada), threatening to fall into ruin, was taken down in 1878 and re-erected with the same materials on its former site, near the new church. Opposite the *Presbytery*, at the E. end of the main church, is the brilliantly decorated *Scala Santa Chapel* (finished in 1893), the platform in front of which commands a superb *View.

The *Falls of Ste. Anne, formed by the river of that name, 3-4 M. above the town, consist of a series of picturesque plunges, one of which is 130 ft. high. The path to the falls is not easily found without a guide. The *Falls of St. Féréol*, 4 M. farther on, are also fine.

The *Ste. Anne Mts.*, a part of the Laurentide range, culminating in a summit 2635 ft. high, rise about 5 M. from the village.

Beyond Ste. Anne the railway goes on to (5 M.) *St. Joachim*; (2 M.) *Château Bellevue*, occupied in summer by priests and students from the Seminary of Quebec (p. 43); and (3 M.) *Cape Tourmente* (p. 57; *View).

d. Lorette. Charlesbourg. Château Bigot. Lake Beauport. Lake Charles.

Lorette is most quickly reached by railway (see p. 52), but the visitor of leisure is advised to drive, at least one way. *Charlesbourg* and *Château Bigot* may easily be combined in the same drive. The distance to Lorette, viâ either the Little River or the Charlesbourg road, is about 8 M. The fare to Lorette and back direct should not exceed 75 c. to \$1.50 per head (with a minimum of \$1.50); and the detour to Château Bigot may cost about 50 c. extra. The bridge-toll may be saved by hiring the carriage on the far side of the St. Charles.

The so-called '*Little River Road*' to Lorette begins at the end of the tramway-line in St. Sauveur, crosses *Scott's Bridge* (beyond Pl. A, 1), and follows the E. (N.) bank of the *St. Charles*. Or we may follow the W. (S.) bank for 2 M. more and then cross the river. The *Charlesbourg Road* crosses the *Dorchester Bridge* (Pl. E, 1, 2; p. 49) and runs towards the N. W. (the Montmorency road diverging to the right; see p. 49). To the left, near the confluence of the *Lairt* with the St. Charles, is the small *Jacques Cartier Monument*, marking the supposed spot of Cartier's settlement in the winter of 1535-36 (p. 39).

4 M. *Charlesbourg*, see p. 52. *Château Bigot* (p. 52) lies about 2 M. to the E. — Opposite the church the Lorette road turns to the left.

8 M. *Lorette*, see p. 52.

The road running on from Charlesbourg in the direction hitherto followed leads to (8 M.) *Lake Beauport* (*Hotel*; 12 M. from Quebec), a sheet of water 1 M. long and $\frac{1}{4}$ - $\frac{1}{2}$ M. wide, frequented by fishing and pleasure parties from Quebec. The road to it passes the village of *St. Pierre* and crosses the '*Brulé*', a district devastated by a forest fire.

About 4 M. to the N. of Lorette, and 12 M. from Quebec, lies *Lake St. Charles*, another popular angling-resort, 4 M. long and $\frac{1}{2}$ M. wide. Beyond Lorette the road to it crosses the *Bellevue Mt.* (view). Lake St. Charles is the source of Quebec's water-supply.

11. From Quebec to Lake St. John and Chicoutimi.

QUEBEC & LAKE ST. JOHN RAILWAY to (190 M.) *Roberval* in 8¼ hrs. (fare \$5.70, parlour-car 75 c., sleeper \$1.50); thence to (61 M.) *Chicoutimi* in 3½ hrs. (through-fare \$6). Luncheon is served at *Lake Edward* (p. 53), reached at 1.30 p.m.

This route, crossing the *Laurentian Mts.* (p. xxxv) and traversing one of the wildest and least-trodden districts yet reached by railway, can be conveniently combined with the Saguenay trip (R. 12), and the traveller is recommended to proceed to Roberval, pass one or more nights there, and then go on to Chicoutimi, where he joins the Saguenay steamer (p. 62). As the through-train to Roberval starts in the morning, while the steamer ascends the Saguenay by night and descends by day, he will thus see all the scenery by daylight. As at present arranged, he leaves Quebec by train at 8.30 a.m., reaching Roberval at 4.45 p.m.; leaves Roberval at 8.30 p.m., reaching Chicoutimi at 12.10 a.m.; and leaves Chicoutimi early the next morning (comp. p. 62). — For the fishing at Roberval (the famous 'ouananiche') and other points on the Quebec & Lake St. John Railway, see p. 55. Comp. the well-written pamphlet (by *E. T. D. Chambers*) published by the Quebec & Lake St. John Railway.

Quebec, see p. 37. The train leaves the station in St. Andrew St. (Pl. F, 3) and crosses the *St. Charles* by an iron bridge 1200 ft. long (retrospect of the city). — From (½ M.) *Hedleyville Junction*, at the other end of the bridge, the line to Montmorency and Ste. Anne diverges to the right (see p. 49).

Our line begins almost at once to mount the slopes of the *Laurentian* or *Laurentide Mts.* (pp. xxxv, 33). The hills at first are seen mainly to the right. — 3 M. *Charlesbourg*, a prosperous village with 700 inhab., surrounded by orchards, contains the summer-homes of many Quebecers. It lies high and commands a fine view. 6 M. *Charlesbourg West*.

About 2 M. to the E. of Charlesbourg are the scanty ruins of *Château Bigot* or the *Hermitage*, a country-seat of the Intendant Bigot (p. 47). 'The ruin itself is not of impressive size, and it is a château through grace of the popular fancy rather than through any right of its own' (*Howells*). The romantic and probably baseless legend of the Indian maiden Caroline, who is said to have been murdered here, Rosamond-like, by the jealous Mme. de Péan, another favourite of Bigot, is given at length in 'The Golden Dog', by *W. Kirby*. See also 'L'Intendant Bigot', a French romance by *J. E. E. Marmette*, Assistant Archivist, Ottawa (p. 146).

8 M. *Indian* or *Jeune Lorette* (450 ft.), a pretty little village, occupied by about 300 Christianised survivors of the ancient Hurons, so crossed, however, by intermarriage with the French Canadians that there is probably not a single full-blooded Indian in the village. Comp. *Howells's* 'A Chance Acquaintance' (chap. xiii).

A visit to Indian Lorette, to which the Hurons were removed in 1697, is one of the favourite short excursions from Quebec (comp. p. 51). The Indians make a living by hunting and trapping, by acting as guides for sportsmen, and by the manufacture of bead-work, baskets, snow-shoes, moccasins, and toboggans. Visitors are usually welcome at the houses of the Head Chief and his colleagues, of whom Tsievei ('Seewee') is the only Protestant. French is the language of the village, though a few of the Indians also speak English. The *Church*, a reproduction of the Santa Casa of Loretto, was erected 150 years ago and contains a copy of the Loretto figure of the Virgin.

The *St. Charles River* flows past the village, forming the romantic **Falls of Lorette* (ca. 100 ft.), a good view of which is obtained from the road. A steep and rough path also descends to the brink of the lower part of the cataract. — The river separates Lorette from the thriving French village of *St. Ambroise*, with 875 inhab. and a large church. — Both villages afford good *Views of Quebec.

14 M. *Valcartier*, largely settled by English military men, with about a score of Waterloo veterans in its graveyard. About 4 M. farther on we cross the *Jacques Cartier River* (p. 34; *View, best to the right) and reach (18 M.) *St. Gabriel*. Snow-breaks are seen here and at intervals farther on. Beyond *St. Gabriel* we traverse a district overgrown by scrubby forest. 22 M. *St Catharine's*. — 24 M. **Lake St. Joseph** (*Lake View House*, 2 M. from the station). The lake, of which we cross the outlet, is 8 M. long and lies to the right. It is navigated by a small steamer and affords good boating, bathing, and fishing for black bass, trout, and lake-trout (*touladi*). — Farther on we skirt the pretty **Lake Sergeant* (r.). 31 M. *Bourg Louis*.

36 M. **St. Raymond** (460 ft.; *Hotels*), a village with 3000 inhab., prettily situated on the *Ste. Anne River* and surrounded by mountains, is another good angling-centre. The scenery of the N. branch of the *Ste. Anne*, known as the *Little Saguenay*, is wild and picturesque.

The district now traversed contains few settlements except the modest little houses of the various fishing-clubs, which have acquired the fishing-rights of the innumerable lakes and streams with which the country abounds. Caribou and other shooting is also enjoyed here. — 58 M. *Rivière à Pierre* (710 ft.), a lumbering settlement, is the junction of the *Lower Laurentian Railway* to *St. Tile*, *Grandes Piles*, and *Three Rivers*, which is intended to form part of a line connecting Quebec with Ottawa and Parry Sound (comp. pp. 34, 143).

We cross the *Rivière à Pierre* on leaving the station of that name, and about 10 M. farther on we reach the beautiful brown ***Batiscan**, the left bank of which we now follow for about 30 M. The scenery is best viewed from the rear-platform of the parlour-car. The opposite bank of the river is beautifully wooded and often rises in vertical rocky cliffs, hundreds of feet high, while the water flows past in alternate stretches of turmoil and placidity. The railway follows its windings, often rounding abrupt curves. 70 M. *Laurentides*, with an angling-club. Just beyond (76 M.) *Miguick*, at the mouth of the stream of that name, is a district recently swept over by an extensive forest-fire. Beyond (86 M.) *Beaudet* we cross and leave the Batiscan. 94 M. *Stadacona*, with a lake and club-house (left). 102 M. *Skroder's Mill* is another good angling-station.

113 M. **Lake Edward** (1210 ft.; *Laurentides House*, meals 50 c.), or *Lac des Grandes Isles*, where the train halts for luncheon, is a large and fine body of water, 20 M. long and studded with countless islands. It is well stocked with fine trout, often 5 lbs. in weight, the fishing for which is free to all patrons of the railway. Excellent fishing is also obtained in the *Rivière aux Rats*, the *Jeanotte* (the

lake's outlet), etc. Guides and camping-outfits may be obtained at the hotel. Small steamers ply on Lake Edward.

About 13 M. beyond Lake Edward the railway reaches its highest point (1500 ft. above the St. Lawrence) and begins to descend towards Lake St. John. — At (135 M.) *Kiskisink* (1320 ft.), a fine lake, 9 M. long, lies to the right. Close to the line is the club-house of the *Metabetchouan Club*. 151 M. *Lac Gros Visions* is a small but picturesque lake to the left. 160 M. **Lake Bouchette* (1075 ft.), also to the left, is perhaps the most beautiful sheet of water passed by the railway. It is connected, on the W., with the *Lac des Commissaires*, and both waters are leased by a club of Connecticut anglers. — 164 M. *Dablon*; 170 M. *De Quen*, named after the Jesuit father who discovered Lake St. John in 1647. Lake St. John (see below) now comes in sight on the left front.

At (177 M.) **Chambord Junction**, near the S. bank of Lake St. John, the railway divides into two branches, the one running to the left to (13 M.) *Roberval*, the other to the right to (51 M.) *Chicoutimi*. In the meantime, we follow the former branch, leaving the other to be described at p. 56.

The Roberval line skirts the S.W. shore of Lake St. John, of which it affords fine views to the right. At (184 M.) *Ouïatchouan Falls* we cross the *Ouïatchouan* and obtain a good view of its falls, about 1 M. to the left (see p. 55). — About 6 M. farther on we cross the rapid *Ouïatchouaniche*, or *Little Ouïatchouan*, and reach —

190 M. **Roberval** (350 ft.), a prosperous lumbering settlement, with 2400 inhab. and two or three saw-mills. The most conspicuous building is the grey stone *Nunnery*.

Beyond the village the train runs on for about 1 M. more to the platform in front of the ***Hotel Roberval** (\$2½-5; 300 guests), a large and well-equipped summer-resort, with electric lights, billiard-room, bowling-alley, and other conveniences. It commands a fine view of Lake St. John, the opposite end of which, 25 M. distant, can be descried in clear weather only. The steamboat-wharf is about ⅓ M. from the hotel, adjoining the fine steam saw-mill of *Mr. H. J. Beemer* (*Mr. B. A. Scott*, manager), which has an annual capacity of 15,000,000 ft. of lumber.

Lake St. John, the *Pikouagami* or '*Flat Lake*' of the Indians, is an almost circular sheet of water, with a diameter of about 25 M., surrounded by low wooded hills. It is well stocked with fish, including the ouananiche (see p. 55), pike, doré, and trout. A number of rivers flow into the lake, the largest of which are the *Peribonka*, the *Mistassini*, and the *Ashuapmouchouan*. It empties at its E. end by the *Grand Discharge* or *Décharge du Lac St. Jean* (see p. 55), forming the upper waters of the Saguenay. The Lake St. John Valley, now containing about 40,000 inhab., possesses a fertile clay soil, which of late years has been producing good crops of wheat, oats, and potatoes, and raising considerable quantities of live-stock. The

valley is one of the leading districts in Quebec for cheese and butter, exporting \$150,000 worth of these commodities in 1893. The climate is said to be not more severe than that of Montreal, and the snow-fall is rather less. The settlers are almost wholly French Canadians.

The **Fishing** in Lake St. John and its tributary rivers has been leased to the Management of the Hotel Roberval, and is free to all its patrons. The chief sport is afforded by the *Ouananiche* ('wahnaneesh'), a kind of fresh-water salmon peculiar to this district, which ranks with trout and salmon in its gamy qualities. The usual weight is 2-4lbs., and fish above 5-6lbs. are rare, though they are sometimes caught weighing as much as 8lbs. In May and June the ouananiche may be caught in the lake, especially near the Hotel Roberval and at the mouth of the Metabetchouan (p. 56); later the scene of the sport is at the Grand Discharge (see below) and up the rivers Ashuapmouchouan, Mistassini, and Peribonka. Fishing and camping outfits, including canoes and provisions, are provided at the hotel for \$2 a day for each person. Guides receive about \$1 $\frac{1}{4}$ -1 $\frac{1}{2}$ per day (incl. use of canoe) and 75c. for their board. Fishing and shooting excursions up the Mistassini, etc., are often made in this way.

The favourite trip from the Hotel Roberval is that by steamer across Lake St. John to the **Grand Discharge** (25 M., in 2 hrs.; fare 70 c., return-fare \$1). — The general course of the steamer is a little to the N. of E. As we leave we enjoy a good retrospect of Roberval and a distant view (r.) of the *Ouïatchouan Falls* (see below). The E. end of the lake, at the entrance of the Grand Discharge, is thickly sprinkled with the **Thousand Islands of the Saguenay*', at one of which, with the pleasant little fishing-hotel named the *Island House* (\$2), the steamer halts. Passengers who wish to fish or to make the canoe-trip to Chicoutimi (see below) remain here, while others return to Roberval in the afternoon. The Grand Discharge is on the N. side of the *Island of Alma*, while on its S. side, about 3 M. distant, is the so-called *Little Discharge* (*Petite Décharge*). The two unite, forming the *River Saguenay* (p. 60), at the E. end of the island, which is 9 M. long.

An excursion by railway or by road (carr. \$2-4) should also be made to the **Ouïatchouan Falls* (comp. p. 54), which are about 280 ft. high and exceedingly picturesque. Walkers may follow the railway, which is well ballasted, to (7 M.) *Ouïatchouan Falls Station* (p. 54) and there take to the road. A footpath, leaving the road to the right, just beyond the bridge over the *Ouïatchouan* ('Weeatchouan'), leads through wood to (1 M.) the foot of the falls.

About 3 $\frac{1}{2}$ M. to the N. of the Hotel Roberval is the interesting Indian reservation of **Pointe Bleue**, inhabited by about 500 *Montagnais* (p. xlv), who make their living mainly as guides, trappers, and canoe-men. They are very dark in colour and of much purer blood than the Lorette Indians (p. 52), and their village offers many points of interest. It includes a Roman Catholic church and mission-house, an Episcopal church, and a store of the Hudson Bay Co., with a stock of furs. — This drive may be extended to (8 M.) *St. Prime*, a prosperous farming settlement. The roads are not good, and the universal vehicle is the buckboard ('planche').

Among other points to which excursions are sometimes made from Roberval are the stations of the 'Eastern Extension' of the railway (from Chambord to Chicoutimi; see below) and the Trappist settlement on the Mistassini, 20 M. from its mouth (accessible by steamer).

FROM THE ISLAND HOUSE TO CHICOUTIMI by river. This trip (ca. 45 M.), which is performed in one long day, with an early start, is recommended to travellers who can stand a little fatigue and are not too nervous for the shooting of the rapids. Ladies often make the descent. There are 8 or 9 portages, from 100 yds. to $\frac{3}{4}$ M. long. Each traveller requires a canoe with two guides, the charge for which, including allowances for the guides' board and their return-journey, is about \$10-12. To this the traveller's own board has to be added, and the last 10-12 M., from the *Grand Remou* to *Ste. Anne de Saguenay* (p. 62; ferry thence), are generally accomplished

by carriage (ca. \$2), so that the expenses of the trip may be put at about \$15. The scenery all along is striking and picturesque, while the 'running the rapids', which the dexterity of the canoe-men renders practically safe, is a novel and exciting element of interest. It is not necessary to take provisions, as inns are reached at convenient intervals.

The country to the N. of Lake St. John, is still very imperfectly known, though the Jesuits penetrated to *Lake Mistassini* in 1672. According to the reports of Mr. A. P. Low, of the Canadian Geological Survey, who visited this lake in 1835, it is about 100 M. long and 12-15 M. wide. Mr. Low is now at the head of another expedition, which started in the summer of 1893 to spend two years in exploring this district and Labrador and which will doubtless add largely to our knowledge of this part of the continent.

FROM CHAMBORD JUNCTION TO CHICOUTIMI, 51 M., in $1\frac{3}{4}$ hr. — The Chicoutimi line from Chambord runs towards the E., at first skirting the S. shore of Lake St. John (left). About 5 M. from Chambord we cross the *Metabetchouan*, the chief S. affluent of Lake St. John (90 M. long), which forms a series of fine falls a few miles higher up. Upon the E. bank lies an old fort of the Hudson Bay Co. — 9 M. *St. Jerome*, at the mouth of the *Kooshpiganische*, carries on a brisk trade in cheese and butter. The line traverses a farming district, still showing here and there traces of the dreadful forest-fire of 1870. — Near (16 M.) *St. Gédéon* we cross the wide *Belle Rivière*, beyond which we leave the lake and turn to the right. — 22 M. *Hébertville Station*, about 4 M. from the large and thriving village of that name (2700 inhab.). Beyond this point we thread the narrow and picturesque *Dorval Pass*, about 1 M. long. To the S. of this part of the line lies *Lake Kenogami* (p. 62; not visible). — At (41 M.) *Jonquière* we cross the *Rivière aux Sables*. Farther on, about 4 M. before reaching Chicoutimi, we obtain a splendid *View of the *Saguenay*, running about 300 ft. below us to the left. On the high bank of the N. shore lies the pretty village of *Ste. Anne de Saguenay* (p. 62). The line now descends rapidly (maximum grade 1:66) and, on entering the town, crosses the *Chicoutimi River* (p. 62), with its falls, by a bridge 60 ft. high.

51 M. *Chicoutimi*, see p. 61.

12. From Quebec to Chicoutimi. The Saguenay.

226 M. STEAMER of the *Richelieu & Ontario Navigation Co.* daily in summer in 22-24 hrs., leaving about 7.30 a. m., on the arrival of the Montreal steamer (R. 40), and reaching *Chicoutimi* early next morning at an hour varying with the tide (fare \$4; stateroom extra; D. 75c., B. or S. 50c.).

The scenery of the Saguenay is very imposing, and no travellers of leisure should miss this trip. They are advised, however, to combine with it a visit to Lake St. John, in the manner indicated in R. 11; and this is the more desirable as the steamers in going to Chicoutimi pass the fine scenery in the night. Warm wraps should be at hand, as the Saguenay can be cold even at midsummer. Of the intermediate points mentioned in the following route the steamer stops regularly only at *Baie St. Paul*, *Les Eboulements* (twice weekly at these two), *Murray Bay*, *Rivière du Loup* (for *Cacouna*), *Tadousac*, and *Ha Ha Bay*.

Quebec, see p. 37. As the steamer leaves, we enjoy a splendid retrospect of the city, while the fort-crowned heights of *Lévis* (p. 48)

rise to the right. To the left lies the *Beauport Shore* (p. 49), with its long line of white houses. A good distant view of the *Montmorency Falls* (p. 50) is obtained on the same side, before the steamer enters the *South Channel*, between the *Island of Orleans* (p. 48) on the left and the mainland (S. shore of the St. Lawrence) on the right. On the former, above which peers *Mt. Ste. Anne* (p. 51), are seen the villages of *St. Laurent*, *St. Jean*, and *St. François*; on the latter lie *Beaumont*, *St. Michel de Bellechasse* (with a church containing pictures ascribed to masters of the first rank), *St. Valier*, and *Berthier*. As we clear the end of the Isle of Orleans, about 30 M. from Quebec, *Cape Tourmente* (p. 51) comes into sight on the left, raising its huge bulk 1920 ft. into the air. The course of the steamer now lies near the N. shore, which is lined by the black forms of the *Laurentide Mts.* (p. 33), here abutting closely on the river. Among the most prominent points are *Cap Rouge*, *Cap Gribauve* (2170 ft.), *Saut au Cochon*, and *Cap Maillard*. Between us and the S. bank lie a number of islands, the largest of which are *Reaux Island* (2½ M. from the Isle of Orleans), *Grosse Isle* (with the quarantine station), and the twin *Isle aux Grues*, or *Crane Island*, and *Goose Island*, which are together 12 M. long, and are frequented in spring and autumn by wild geese and other water-fowl.

44 M. (1.). *St. François Xavier*, at the mouth of the *Bouchard*, 3½ M. below *Cape Maillard*, is the only village on the inhospitable N. shore for nearly 30 M. The river is here about 13 M. wide, and the S. shore is hardly visible from the steamer.

53 M. (1.). *St. Paul's Bay*, or *Baie St. Paul*, opening out beyond *Cap Labaie*, receives the waters of two small rivers, the *Moulin* and the *Gouffre*. The town, on the latter river, has about 3000 inhab. and is frequented by a few summer-visitors (simple boarding-houses). — The E. arm of the bay is formed by *Cap Corbeau*.

To the right, opposite *St. Paul's Bay*, lies the *Isle aux Coudres* ('Hazel-tree Island'), so named by Cartier in 1535. It is about 6 M. long and 2½ M. wide and contains (1891) 907 inhab., who are said to be, perhaps, more purely mediæval French than any other group of Canadians. The island has belonged to the Seminary of Quebec (p. 43) since 1687. In 1759 it was occupied by Wolfe.

61 M. (1.) *Les Eboulements*, a quaint little village, clustered round the handsome church of *Notre Dame*, nearly opposite the E. end of the *Isle aux Coudres* and about 1000 ft. above the river. Over it towers the dark mass of *Mt. Eboulement* (2550 ft.). The village has a long pier, at which some of the steamboats call.

This part of the N. shore of the St. Lawrence has been frequently visited by seismic disturbances of considerable violence, and traces may still be observed here of the landslides of 1663, a year of many earthquakes and strange meteorological phenomena. The old village of *Les Eboulements* stood on the shore, about 2 M. to the E. of the quay; but the river made such encroachments on it that it was removed to its present picturesque but windy site about 80 years ago. This fact has already given rise to a

romantic legend about a submerged town and church, sometimes visible beneath the St. Lawrence.

73 M. (1.) *St. Irénée*, a village with about 900 inhabitants. This part of the St. Lawrence is much frequented by white whales (*Beluga Borealis*; often misnamed white porpoises), which attain a length of 15-20 ft. Their skin makes a very valuable leather, while 100 gallons of oil, worth \$1 a gallon, is procured from an ordinary carcase. Halibut, sturgeon, salmon, and smaller fish abound.

80 M. (1.) *Pointe à Pic*, the landing-place for **Murray Bay** (*Lorne House*, \$1¹/₂; *Warren's, Central*, well spoken of, the last frequented mainly by ladies and children), the chief watering-place on the N. shore of the St. Lawrence and one of the most frequented summer-resorts in Canada. Its French name is *Malbaie*. The town proper, with about 2500 inhab., lies at the head of the bay, on the *Murray River*; but the summer-visitors congregate at *Pointe à Pic* and *Cap à l'Aigle*, the two horns of the bay, each about 3 M. from the town. Board may be obtained in the farm-houses for about \$5 a week, but the 'habitant', who is an inveterate bargainer, invariably asks more than he expects or is willing to take.

The bay was explored in 1608 by Champlain, who named it *Malle Baie*, on account of 'the tide that runs there marvellously'. On the British conquest of Canada the district was granted to two Scottish officers, who quickly peopled it with Highland families. The descendants of these Scots, however, became thoroughly French in language and customs and are hardly to be distinguished from the other inhabitants of Lower Canada. The names of Fraser, Blackburn, Warren, and MacDougall are still common among descendants who speak nothing but French. Several American prisoners-of-war were confined here in 1776.

The attractions of Murray Bay include wild and fine scenery, fair boating, bathing (rather cold), bracing air, and excellent fishing. The last is enjoyed mainly in the Murray River and in some small lakes (*Gravelle, Comporté, Morin*, etc.) within easy reach. Among the chief points for walks or for drives in a 'calèche' (see p. 37) are the *Lower Fraser Falls* and the *Chute Desbiens*, each about 5 M. off, and the curious *Trou*, 4 M. farther. The **Upper Fraser Falls*, 3 M. from the Lower Falls, and reached by a different road, deserve a visit. The *Petit* and the *Grand Ruisseau* are reached either by the Quebec road or by boat. The district abounds in points of geological interest, including the regularly shaped mounds of stratified sand and clay due to the action of land-slides. The country a few miles back from the river is an almost unexplored wilderness of rugged hill and forest, into which the enthusiastic tourist or sportsman may penetrate with Indian guides and camping-outfit. Caribou and bear are among the possibilities of the game-bag. — About 9 M. up the river is the settlement of *Ste. Agnes* (1790 inhab.).

From Murray Bay the steamer steers diagonally across the river, here about 14-15 M. wide. *Kamouraska* (see p. 63) lies on the S. shore, nearly opposite Murray Bay and concealed by an archipelago of small islands. Our course leads between the high and rocky *Pilgrim Islands* (lighthouse; r.) and the long and narrow *Hare Island* (1.).

110 M. (r.) *Point à Beaulieu* (Bellevue, Venise), the landing-place for Cacouna (see p. 59) and for *Rivière du Loup* (see p. 63), which is about 2¹/₂ M. distant from the end of the long pier and makes a very picturesque effect, with its large church and white houses, as seen from the river.

Cacouna (**St. Lawrence Hall*, finely situated, with view of river, \$2; *Mansion House*, \$1.0; *Mrs. Pollock's*, and many other boarding-houses), 6 M. from Point à Beaulieu (carriage \$1-2, bargaining advisable), lies on a bank rising about 100 ft. above the St. Lawrence, and claims to be the most fashionable summer-resort of Canada. Its situation commands a fine view of the broad St. Lawrence, backed by the dark Laurentian Mts. (especially beautiful at sunset); and a smooth sandy beach gives good opportunity for bathing. The scenery around it is less rugged than that of Murray Bay, and the water is somewhat less chilly. Fair trout-fishing is obtained in (3 M.) *Trout Brook*, but better sport is afforded by the lakes, 12-15 M. distant. Many Canadian families have pleasant summer-cottages here, and the gaiety of the place centres, perhaps, round these rather than round the hotels. In every way, however, Cacouna is much quieter and simpler than the fashionable resorts of the United States, and the name of the 'Saratoga of Canada', sometimes given to it, is very misleading. — The village contains 620 inhab., nearly all French; and near it, on the beach, is a small settlement of Indians, of whom souvenirs of various kinds may be purchased.

The steamer now heads across stream (N.W.) for the mouth of the Saguenay. A good view of Cacouna (see above), 3-4 M. distant, is obtained to the right. Away to the left are Hare Island (p. 58), the *Brandy Pots*, and *White Island*. About halfway across we pass near *Red Island* (r.), with its lighthouse and light-ship.

132 M. (1.) Tadousac (*Tadousac Hotel*, \$2½; boarding-houses), a village of about 600 inhab., picturesquely situated just above the confluence of the St. Lawrence and the *Saguenay* (see p. 60), and now frequented as a summer-resort, is of special interest as the oldest continuously occupied European settlement in Canada. The Bay of Tadousac, opening towards the St. Lawrence, affords a safe and commodious little harbour, but the steamboat-wharf is in the *Anse à l'Eau*, a small creek in the Saguenay, opening to the S.W. and separated from the bay by a small and rocky peninsula. On the opposite (S.) side of the Saguenay rises *Pointe Noire* (400 ft.).

Tadousac (accent on the last syllable) derives its name ('nipple') from the 'mamelons' or rounded hills by which it is enclosed. The bathing here is good, though cold, and boating is much in vogue in the sheltered bay on the St. Lawrence. Good fishing is to be had in numerous small lakes, 3-4 M. inland, and sea-trout are caught in the Saguenay.

Tadousac was visited in 1535 by Jacques Cartier, who heard strange stories of the Saguenay from the Indians he found fishing here. A trading-post was established here in 1599 by Pontgravé and Chauvin, and Champlain visited it in their company in 1602. For scores of years to come this was the chief meeting-place and market of the French fur-traders and the Indians. The Basque, Norman, and Breton mariners, who had long frequented the Banks of Newfoundland (p. 101), also found their way to Tadousac in pursuit of whales. In 1628 the little settlement was occupied by Sir David Kirke, and it was thence he sent his brothers to capture Quebec (p. 39). In 1661 the garrison was massacred by the Iroquois, and in 1690 three French frigates found refuge here from Sir William Phipps (p. 39). Later it became a post of the Hudson Bay Co. Tadousac also plays a prominent part in the story of the early efforts of the French missionaries, the first mission being established here in 1615 by the Récollet Father Dolbeau. The Jesuits had charge of it from 1641 to 1782. Comp. 'In and Around Tadousac', by J. Edmund Roy (to be had in the chapel; 50 c.).

The most interesting spot in Tadousac is, for most visitors, the quaint little **Chapel of the Jesuit Mission*, which was built in 1747-50 on the site of a more ancient church and still preserves the primitiveness of its original aspect. It contains some interesting relics and also the tomb of *Father de la Brosse*, the last Jesuit missionary, of whose death a picturesque legend is current. The bell is that of the original chapel and has seen nearly three centuries of service. Close to the chapel, which overlooks the Bay of Tadousac, is the large *Tadousac Hotel* (p. 59); and not far off are the plain but substantial old buildings of the *Hudson Bay Co.* The villa which Lord Dufferin built for himself in 1873 also faces the bay. Adjoining the Anse à l'Eau is a *Government Piscicultural Station*, with a pool in which numbers of large salmon, kept here for breeding purposes, may be seen. — Opposite Tadousac is the small settlement of *St. Catharine's Bay* (200 inhab.).

The **Saguenay*, which the steamer now ascends, is one of the chief tributaries of the St. Lawrence and unquestionably one of the most remarkable rivers on the American continent. From the point where it takes the name Saguenay, as it issues from Lake St. John, it is about 110 M. long; but its real source is to be found at least 200 M. farther up, in the headwaters of the large rivers flowing into that lake (p. 54). The lower part of the river, a deep and gloomy fjord, bordered by hills and precipices of sombre and impressive grandeur, has been aptly described as 'a tremendous chasm cleft in a nearly straight line for some sixty miles', and is doubtless due to seismic action. Its breadth varies from $1\frac{1}{2}$ M. to $2\frac{1}{2}$ M.; its depth is immense, its bottom being at least 600 ft. below that of the St. Lawrence at their confluence. The striated cliffs of gneiss and syenite are but scantily relieved by vegetation, and, save for an occasional white whale (p. 58), no animal life is visible. The scenery is grand but sombre, and by some travellers it is even found, with the exception of a few points, dull and monotonous.

For the first few miles after we leave Tadousac the cliffs on either side are 600-1100 ft. high.

136 M. (r.; 4 M. from Tadousac) *Pointe La Boule* (600 ft.). —
139 M. (l.) *Passe Pierre Isles*.

142 M. (l.) *St. Etienne Bay*, with *Pointe Brise-Culottes* as its N. arm, beyond which the river bends to the left (W.).

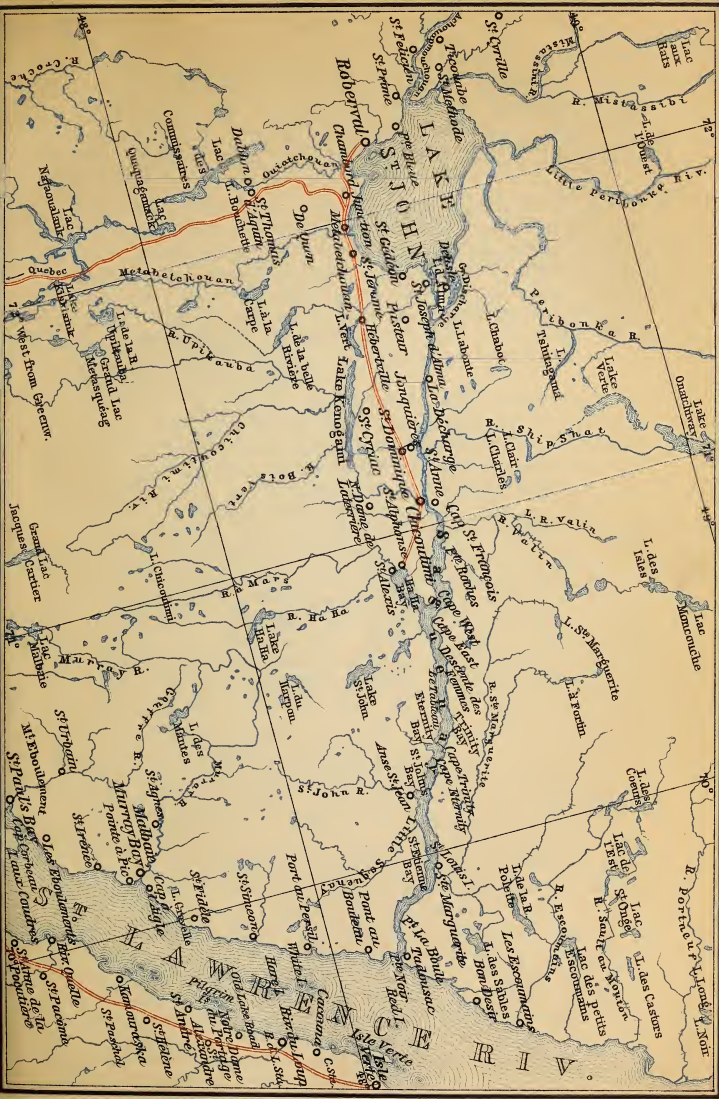
147 M. (r.) Mouth of the *Ste. Marguerite*, the chief tributary of the Saguenay and famous for its salmon-fishing.

149 M. (l.) *St. Louis Isle*, a tree-covered mass of granite. The river is here 1200 ft. deep. To the right, just above, is a group of islets at the mouth of the *Rivière à Rouge* or *Atocas*.

153 M. (l.) Mouth of the *Little Saguenay River*.

157 M. (l.) *St. John's Bay* (*Anse St. Jean*), with the mouth of the *St. John River*, a hamlet, and a small waterfall.

164 M. (l.) ***Cape Eternity* (1700 ft.) and (165 M.; l.) ***Cape Trinity* (1500 ft.), with the deep and narrow *Eternity Bay* between them, form the culmination of the sublime scenery of the Saguenay. The former of the two huge masses of rock slopes gently backward from the stream and is densely clothed with pines, but Cape Trinity rises perfectly sheer from the black water, a naked wall of granite.



Its name is derived from the three steps in which it climbs from the river. Near the top are a cross and a gilded statue of the Virgin.

The steamer approaches very close to the precipice, the steam-whistle is blown to show the marvellous echo, and passengers try their strength in throwing stones at the apparently easily-reached wall. — The front of the cliffs is defaced with the staring advertisement of a Quebec tradesman, whom, it is hoped, all right-minded tourists will on this account religiously boycott.

1661½ M. (1.) *La Niche*, or *Statue Point*, 'where at about 1000 feet above the water, a huge, rough Gothic arch gives entrance to a cave, in which, as yet, the foot of man has never trodden. Before the entrance to this black aperture, a gigantic rock, like the statue of some dead Titan, once stood. A few years ago, during the winter, it gave way, and the monstrous statue came crashing down through the ice of the Saguenay, and left bare to view the entrance to the cavern it had guarded perhaps for ages' (from the *Times*).

172 M. (r.) *Trinity Bay*.

175 M. (l.) *Le Tableau*, a cliff 900 ft. high, presenting to the river an immense smooth front like a canvas prepared for painting.

181 M. (r.) *Descente des Femmes*, a cove said to owe its name to the story that a party of Indian squaws managed to reach the river through this ravine and so procured help for their husbands, who were starving in the back-country.

187 M. (r.) *Cape East*. The river here is about 2 M. wide, and at ordinary spring-tides the water rises 18 ft.

Opposite Cape East opens *Ha Ha Bay*, 7 M. long and 1-2½ M. wide. The steamer usually ascends this bay, either in going or coming, to (195 M.) *St. Alphonse* (McLean's Hotel), in the N.W. angle of the bay, near the mouth of the *Wabouchagama* (1500 inhab.).

If time allows, visitors may drive from *St. Alphonse* round the head of the bay, crossing the *River Mars* (salmon), to (3 M.) *St. Alexis*, with its busy lumber trade. — *Chicoutimi* (see below) is 12 M. from *St. Alphonse* (railway in progress).

The steamer now returns to the *St. Lawrence* and steers to the left round *Cape West*, opposite Cape East.

212 M. (r.) *High Point*. — 216 M. (r.) *Pointe Roches*.

220 M. (r.) Mouth of the *River Orignal*. Beyond this there are farms and houses on both sides, and the river narrows to ½ M.

227 M. (r.) *Cap St. François*, just below the *Anse aux Foins*.

226 M. (l.) *Chicoutimi* (*Hôtel Martin*, \$1.50; *Tremblay's*, *Tousignant*, \$1), a busy little lumbering town of 2277 inhab., is picturesquely situated on the S. (right) bank of the Saguenay, at the head of navigation and the mouth of the *Chicoutimi River*. The name means 'deep water'. Among the most prominent features of the town are the large and high-lying *Roman Catholic Cathedral*, *College*, *Sailors' Hospital*, and *Convents*. On the *Chicoutimi River*, near the railway-bridge (p. 56), are the huge *Price Lumber Mills*, one of the largest establishments of the kind in Canada. The *Price* family has been identified with the welfare of *Chicoutimi* for about

50 years; and a fine monument has been erected by the citizens, in front of the hospital, to the memory of *William Price* (d. 1880), the head of the family, known as the 'Father of the Saguenay'. Near the lumber-mills is a *Chapel*, erected in 1893 upon the site of an older building of 1727 and of the original little Jesuit chapel planted there for the Indians in 1670. Some interesting relics were discovered in digging the foundations of the new chapel.

Railway from Chicoutimi to Chambord Junction (for Roberval and Quebec), see p. 56. — *Descent of the Saguenay by Canoe from Lake St. John to Chicoutimi*, see p. 55.

The *Chicoutimi River* rises far to the S., near *Lake Jacques Cartier*, and flows to the N. to *Lake Kenogami* (15 M. long and 1 M. wide). Thence it descends nearly 500 ft. in its course of 18 M. to the Saguenay, forming a picturesque **Waterfall*, 45 ft. high, just above the town of Chicoutimi (comp. p. 56). It affords good trout and salmon fishing.

On the high bank of the Saguenay, opposite Chicoutimi, lies the small village of *Ste. Anne de Saguenay*.

The steamer leaves Chicoutimi between midnight and 6 a.m., about 1 hr. after high-water.

13. From Quebec (Lévis) to St. John and Halifax by Railway.

674 M. INTERCOLONIAL RAILWAY to (577 M.) *St. John* in 18 hrs. (fare \$12.41; sleeper \$2.50); to (674 M.) *Halifax* in 21 hrs. (fare \$13.98; sleeper \$4). This railway, owned and managed by the Dominion Government, skirts the S. shore of the St. Lawrence, traverses the picturesque valley of the Metapedia, and gives access to many of the famous fishing-rivers of New Brunswick and to the summer-resorts of New Brunswick, Nova Scotia, and Cape Breton. It connects at different points with steamers to the Gaspé Peninsula and to Prince Edward Island. The railway uses the 24-hour system of time notation (p. 193), and its trains run on E. Standard Time (p. xiv).

A good account of the I.C.R. is given in 'An Intercolonial Outing', a well-written pamphlet by *W. Kilby Reynolds* (distributed gratis by the Railway). The following paragraphs from it describe the French Canadians, among whom the railway runs for the first 250 M. or so of its course. 'A quiet people are these *habitants* of the Lower St. Lawrence, simple in their tastes, primitive in their ways, and having an abiding devotion to their mother tongue and mother church. The opening-up of the country has changed them a little, in the larger villages, but as a whole they are much as they have been for the last two hundred years. Their ways are nearly as the ways of their fathers. The railway and telegraph of the nineteenth century run through a country in which hundreds of people are to all intents and purposes in the seventeenth century. Not to their disrespect be this said, but as showing the tenacity with which they adhere to their language, manners, and customs. They are as conservative as any people on earth. Where innovations are thrust upon them by the march of progress they adapt themselves to the changes; but where they are left to themselves they are happy in the enjoyment of the life their fathers led, and are vexed by no restless ambition to be other than they have been. Their wants are few and easily supplied; they live peaceful and moral lives; and they are filled with an abiding love for their language and a profound veneration for their religion. By nature light-hearted and vivacious, they are optimists without knowing it. Inured to the climate, they find enjoyment in its most rigorous seasons. French in all their thoughts, words, and deeds, they are yet loyal to the British crown and contented under British rule. The ancient laws are secured to them by solemn compact; and their language and religion

are landmarks which will never be moved. In places where the English have established themselves, some of the *habitants* understand the language of the intruders, but none of them adopt it as their own. The mingling of races has a contrary effect, and the English tongue must yield to the French. There are many Englishmen in this country whose children do not understand a word of their father's native tongue; but there are no Frenchmen whose children are ignorant of the language of France.

Where the advent of the tourist has not robbed the native of his simplicity of character, he is likely to make a favourable impression on the stranger. He is the type of a peculiar people, many of whom are in very humble circumstances. Among the elders books are often sealed mysteries; it is enough for them to know what their church teaches, and for them to obey it. Their condition of life is not such as conduces to refinement, but they have much of that true politeness which is dictated by sincerity, and they seek to fulfil the stranger's wishes as a matter of plain duty.

Quebec, and ferry thence to *Lévis*, see pp. 37, 48. The first part of the journey skirts the St. Lawrence pretty closely and we enjoy good views (left) of the river, the *Montmorency Falls* (p. 50), and the S. side of the *Isle of Orleans* (p. 48). Several snow-sheds are threaded. 5 M. *Harlaka Junction*. Farther on, we traverse a fertile champaign country and lose sight of the river. Beyond (14 M.) *St. Charles*, the junction of a direct line to *Chaudière* (p. 35), the *Laurentide Mts.* (p. 33) are seen to the left, beyond the St. Lawrence; the river itself is not visible, the plain stretching apparently to the foot of the mountains. 20 M. *St. Michel* (p. 57); 24 M. *St. Valier* (p. 57); 29 M. *St. François*; 32 M. *St. Pierre*. — 37 M. *St. Thomas* or *Montmagny* (Montmagny; Hotel du Gouvernement), a town of 1697 inhab., with its college, convent, and large church, lies to the left. The river again comes into sight, with *Cap Tourmente* (p. 57) on its farther bank. A small waterfall is formed here by the *Rivière du Sud*, which we cross beyond the station. — 44 M. *Cape St. Ignace*; 50 M. *L'Islet*; 59 M. *St. Jean Port Joli*, the chief scene of *De Gaspé's* story, 'Les Anciens Canadiens'. — 74 M. *St. Anne de la Pocatière* (*Ouellet Ho.*, \$2) is a flourishing little town on the St. Lawrence, with a college (250-300 students; museum; agricultural school and model farm) and a large Convent of the Grey Nuns. — 80 M. *Rivière Ouelle* is the home of the *Abbé Casgrain*, the historian and antiquarian, and the scene of his romance 'La Jongleuse', based on the history of Mme. Houel, who was captured here by the Iroquois in the 17th century. — 89 M. *St. Paschal* is the station for the quiet watering-place of *Kamouraska* (*St. Louis; Le Bel's*), which lies 5 M. to the N.W., on the St. Lawrence, and affords good salt-water bathing. It possesses a large church and convent. Off-shore lie the *Kamouraska Islands* (p. 58). — 109 M. *Old Lake Road* is the station for *Notre Dame du Portage*, so called from the short 'portage' here (ca. 25 M.) between the St. Lawrence and the headwaters of the St. John (p. 130).

115 M. *Rivière du Loup* or *Fraserville* (320 ft.; *Talbot House*, \$2; *Fraserville*, \$2; *Bellevue, Venise*, near the pier, \$2) is a town of (1891) 4500 inhab., picturesquely situated on high ground on the

Rivière du Loup, a little above its confluence with the St. Lawrence (steamboat-wharf, see p. 58). It is a railway-centre of some importance (see below) and is also frequented as a summer-resort on account of its facilities for bathing, boating, shooting, and fishing.

The name of *Rivière du Loup* is said to be derived from the seals (*lous-marins*) that used to frequent its shoals, while *Fraserville* is in honour of the family of Fraser (long since Gallicised; comp. p. 58), in whom the seignorial rights have for many years been vested. — The most conspicuous building in the town is the *Parish Church*, a large edifice with a lofty spire. — A short way above the railway-bridge the *Rivière du Loup* descends about 200 ft. in a series of picturesque *Falls. — Good trout-fishing may be had in many lakes and streams within easy reach of *Rivière du Loup*. The salmon-fisheries are generally leased to private individuals, but a stranger can often obtain permission to try his hand. The adjacent woods abound in partridges, and water-fowl frequent the St. Lawrence and other rivers in great number. Caribou may be shot at no great distance. Information and guides may be obtained at the hotels.

FROM RIVIÈRE DU LOUP TO CONNORS, 113 M., *Temiscouata Railway* in 7½ hrs. (fare \$3.80). — This line runs to the S.E., through a district rich in interest for the angler and sportsman. Beyond (43 M.) *Fort Ingalls* we reach the W. bank of Lake *Temiscouata*, a narrow sheet of water, about 22 M. long, abounding in large-sized trout and 'tuladi', a heavy fish of the salmon family. Good shooting is obtained on its banks. The *Tuladi River*, entering the lake from the N.E., is famed for its trout. — 51 M. *Cloutiers Platform* (*Cloutiers Hotel*) and (52 M.) *Notre Dame du Lac* (*Stone Ho.*) are favourite sporting-quarters. — Beyond the lake we follow the *Madawaska River* (left) and soon enter *New Brunswick* (p. 133). The *Madawaska Valley* is mainly peopled by descendants of the Acadians, who settled here after their expulsion from Nova Scotia (p. 119). — At (81 M.) *Edmundston*, situated at the confluence of the *Madawaska* and the St. John, we connect with the C.P.R. for *Woodstock*, *Fredericton*, and *St. John* (see p. 138). — Our line now turns to the right (W.) and skirts the N. bank of the St. John, here forming the boundary between *New Brunswick* and *Maine*. 89 M. *St. Hilaire*, opposite *Frenchville* (Me.); 101 M. *Clairs*, opposite *Fort Kent* (Me.). — 113 M. *Connors* (*Hotel Connors*) affords good headquarters for sport in the *St. François River District*.

From *Rivière du Loup* to *Quebec* and the *Saguenay* by steamer, see R. 12.

120 M. *Cacouna Station*, 2½ M. from the fashionable watering-place of *Cacouna* (p. 59; cab 50-75 c., bargaining advisable). At (131 M.) *Isle Verte* we are close to the St. Lawrence. — Farther on, we cross a high bridge over the pretty *Rivière Trois Pistoles* and reach (142 M.) *Trois Pistoles* (100 ft.; *Lavigne's Hotel*, \$2; *Dery's Hotel*, \$1¼; Rail. Restaurant, meals 50 c.), a village with about 800 inhab., where most of the trains halt 20 min. for refreshments. It is frequented to some extent by summer-visitors, and good fishing may be enjoyed in the *Trois Pistoles* and other waters of the district. — About 3 M. to the S.E. of (151 M.) *St. Simon* is the pretty lake of that name, well stocked with fish. — 160 M. *St. Fabien* (440 ft.). — In approaching *Bic* the railway passes one of the most romantic pieces of scenery in its whole extent, running on a shelf cut out of the steep hills surrounding the village, with the cliffs rising 250 ft. above the train on the right, while below, to the left, lie the lowlands adjoining the St. Lawrence, as well as the river itself, here 25 M. wide. 170 M. *Bic* or *Ste. Cécile du Bic* (boarding-houses of *Gagne*, *Pineault*, and *Lavoie*) is charmingly situated on

a bay of the St. Lawrence, with a background of hills (1300 ft.) and a foreground of islands. It is visited in summer by a few lovers of quiet, picturesqueness, and fishing.

L'Islet au Massacre, near Bic, derives its name from the story that 200 Micmac Indians were here slaughtered by the Iroquois, who built a fire in the mouth of the cave in which their victims had taken refuge.

In leaving Bic we cross the deep and narrow gorge of a small stream flowing into Bic Harbour.

180 M. **Rimouski** or **St. Germain de Rimouski** (80 ft.; *St. Lawrence Hall, Rimouski*, \$1½), a small town with 1429 inhab. and a trade in lumber, is best known as the port of call of the ocean steamers, where passengers and mails from (or for) the Maritime Provinces embark or disembark (comp. p. 3). It is the seat of a Roman Catholic bishop and possesses a substantial stone cathedral, convents, a seminary, etc. The long *Pier* juts out into the water for nearly a mile and is a favourite promenade of the summer-visitors, most of whom are French. The *Rimouski River* is an important salmon-stream, but is under lease. Good trout-fishing and shooting are, however, easily obtained. The harbour is protected by *St. Barnabé Island*, to which attaches a romantic legend. — 185 M. *St. Anaclet* is the station for *Father Point* (p. 3), where outward-bound vessels discharge their pilots. — 198 M. *Ste. Flavie* (250 ft.).

The line now bends to the right (S.), crosses the *Métis River*, and leaves the St. Lawrence. 203 M. *St. Octave* is the station for *Grand Métis*, with its mixture of Scottish Presbyterians and French Catholics. — 207 M. *Little Métis Station* (560 ft.).

Little Métis (Seaside, Turriff Hall, Cascade, Ocean Ho., \$1-2) lies on the St. Lawrence, 6 M. to the N. of the station, and has become a favourite summer-resort, affected, according to 'Picturesque Canada', by 'the scientist, the blue-stocking, and the newly-married'. It has a good sandy beach, on which the salt waves of the St. Lawrence, here nearly 40 M. wide, roll in with something of an oceanic effect. Among the cottages is the tasteful fishing-lodge of *Lord Mount Stephen* (p. 28). The *Grand* and *Little Métis Rivers* contain salmon and trout (the latter free to all-comers), and good trout-fishing is to be had in the *Métis Lakes*. Partridge, wild-fowl, and caribou are found in the woods and on the shore. Pleasant drives may be taken to (7 M.) the falls of the two rivers above named and to other points.

The train now ascends rapidly to the highest point of the line, near *Lake Malfait* (750 ft.), and then descends to (227 M.) *Sayabec*, situated near the N. end of *Lake Metapedia* (12 M. long), which we see to the left. 234 M. *Cedar Hall*, at the mouth of the *Matane River*.

Beyond the lake we follow the beautiful **Valley of the Metapedia* or *Metapediac*, hugging the river closely for about 60 M. and crossing it 3 or 4 times. The valley is enclosed by wood-clad hills 500-1000 ft. high, which approach each other so closely at places as barely to leave room for the river, the railway, and the well-built high-road. The river forms innumerable rapids and is one of the most famous salmon-streams in Canada. As usual, the salmon-

fishing is all in private hands and strictly preserved; but good trout-fishing and fair though simple accommodation may be obtained at almost any of the stations along the line. 242 M. *Amqui*, at the junction of the river of that name with the Metapedia; 250 M. *Salmon Lake*. — 256 M. *Causapscal*, at the mouth of that river, is the chief angling-resort in the valley. Good trout-fishing is obtained in various small lakes. The shooting-lodge in which Lord Mount Stephen used to entertain the Princess Louise has been sold to the Restigouche Salmon Club. — 262 M. *Pleasant Beach*; 269 M. *Assametquaghan*; 281 M. *Mill Stream*. We now leave the French-Canadian district and enter an English-speaking country.

290 M. *Metapedia* (35 ft.), beautifully situated at the confluence of the Metapedia and the Restigouche (see below), with the headquarters of the Restigouche Salmon Club, is the junction of a railway running along the N. shore of the *Baie des Chaleurs* (p. 67) to (44 M.) *Carleton*, (68 M.) *New Richmond*, and (79 M.) *Caplin*.

The train now crosses the Restigouche by a bridge 300 yds. long, enters *New Brunswick* (p. 133), turns to the left, and runs along the widening estuary (*Views to the left). A little farther on we thread the only tunnel on the line (though there are a great many snow-sheds) and reach (303 M.) *Campbellton* (*Royal*, *Waverley*, *Queen*, and other small hotels, \$1-2; U.S. Con. Agent), a town at the head of deep-water navigation, with 2000 inhab., carrying on a trade in fish and lumber. It is visited to some extent as a summer-resort, for which its beautiful situation admirably fits it, but still lacks a first-class hotel. The *Sugar Loaf* (950 ft.), rising behind the town, commands a charming view.

At *Cross Point* or *Mission Point*, opposite Campbellton, on the N. bank of the Restigouche, is one of the chief villages of the *Micmac* or *Souriquois Indians*, with about 500 inhab., few of whom are of pure blood. The Micmacs, a nomad tribe of Algonquin stock, are scattered throughout the Maritime Provinces, and in the peninsula of Gaspé, to the number of about 7000. They are excellent sportsmen and fishermen and afford admirable service as guides and canoe-men. See 'Legends of the Micmacs', by the Rev. *Silas T. Rand* (Longmans; 1894).

312 M. *Dalhousie Junction* is the diverging point of a short line to (7 M.) *Dalhousie* (*Inch Arran*, a large and pleasant house 1 M. from the town, \$3-5; *Murphy Ho.*, \$1½), a port of entry situated at the point where the estuary of the Restigouche merges in the *Baie des Chaleurs*, and one of the most popular and attractive marine resorts in the Maritime Provinces. It also carries on a considerable trade in lumber, preserved salmon, and lobsters. Pop. 800. The large and sheltered harbour offers safe facilities for boating, while smooth beaches and water of mild temperature invite the bather. Pleasant walks and drives may be taken amid the adjacent hills, and the fisherman will find no lack of opportunity to test his skill. *Mt. Dalhousie* (715 ft.), 2 M. from the town, is a good point of view.

The *Restigouche River*, at the mouth of which Dalhousie lies, claims to be the best salmon-fishing river in the world, and advances some

strong evidence in favour of this assertion. The largest salmon known to have been caught in it weighed 54lbs., and the average weight is about 22lbs. All the best reaches of the Restigouche itself and its numerous tributaries are leased to individuals and clubs (mostly American), and the total annual rental for fishing-purposes amounts to about \$12,000 (2400l.). When the expenses of living, guides, canoes, keepers, and so on are added to this, it has been estimated that each salmon caught costs \$25-35 (5-7l.). Among the chief tributary streams are the *Metapedia* (see p. 66), the *Upsalquitch* (abounding in trout), the *Patapedia*, and the *Quatawamkedgewick* (usually known as the 'Tom Kedgewick'). The headwaters of the Restigouche, which is 130 M. in length, are within 15 M. of the St. John River (between Edmundston and Grand Falls), and the latter can, indeed, be reached by canoe with a portage of only 3 M. (comp. p. 137). The estuary of the river, extending from Dalhousie to Metapedia (p. 66), is very picturesque and measures 4 M. across its widest part. About 2½ M. above Campbellton, on the Quebec side of the river, is *Point Bourdo*, about 3 M. above which lay the French town of *Petit Rochelle*, destroyed by the British fleet under Commodore Byron in 1760.

The *Baie des Chaleurs*, or *Bay Chaleur*, was so named by Jacques Cartier, who discovered it in the hottest part of the year 1535. Its Indian name is *Eketuam Nemaachi* ('sea of fish'), a name which it amply justifies by the wealth of its fisheries (cod, herring, mackerel, tunny, etc.). The bay, which is 85 M. long and 15-25 M. wide, is said to be entirely free from shoal or reef dangerous to navigation. The entrance is partly protected by the two large, low, wooded islands of *Shippegan* and *Miscou* (see p. 68). The bay was the scene of the crime which forms the subject of Whittier's poem 'Skipper Ireson's Ride'.

On the N. the *Baie des Chaleurs* is bounded by the *Peninsula of Gaspé*, an elevated plateau (ca. 1500 ft.) forming the N.E. terminus of the Appalachian system of mountains. Above the general level stand out the *Shickshock Mts.*, running through the centre of the peninsula and attaining a height of 3500-3800 ft. The peninsula is thinly populated (ca. 35,000), the settlements being confined to the coast. Its industries are lumbering and fishing. Travellers who wish to see something of the peninsula may proceed by steamer (Quebec S.S. Co.; see p. 37) from Quebec to Gaspé (see below); but those who object to this long voyage can visit the most interesting points from Dalhousie viâ the steamer 'Admiral', sailing twice weekly (Wed. & Sat. in 1893, returning Mon. & Thurs.) through the *Baie des Chaleurs* to *Gaspé* (ca. 150 M., in 16 hrs.; fare \$3.50).

The points called at include *Carleton*, near the base of *Mt. Tracadiegash*; *Maria* and *New Richmond*, on *Cascapedia Bay*, which receives the waters of the *Cascapedia River*, a famous salmon-stream; *Bonaventure*; *New Carlisle*; *Paspébiac*, one of the main seats of the great fishing-house of Robin & Co., whose headquarters are in Jersey; *Port Daniel*, with a fine harbour; *Newport*; *Pabos*; and *Grand River*. The steamer then rounds *Cape Despair* or *Cap d'Espoir*, calls at *Cape Cove*, and a few miles farther on passes between the lofty cliffs (400-500 ft.) of *Bonaventure Island*, on the right, and the *Percé Rock* (*Le Rocher Percé*), on the left. The latter, a huge mass of red sandstone, 290 ft. high and 1500 ft. long, is one of the lions of the Gaspé coast and derives its name from the arch or tunnel (ca. 50 ft. high) by which it is pierced. A second arch fell in some years ago. The top of the rock is occupied by swarms of sea-gulls and cormorants. The steamer calls at the cod-fishing village of *Percé*, behind which rises the conspicuous *Mt. St. Anne* (1230 ft.). It then crosses *Mal Bay* to *Point St. Peter*. This forms the S. extremity of *Gaspé Bay*, which we now ascend, with the dangerous beach of *Grand Grève* to the right, and *Douglastown*, at the mouth of the *St. John*, on the left. *Cape Gaspé*, 690 ft. high, is the N. horn of the bay and the E. extremity of the peninsula. To the left, above *Douglastown*, opens the secure harbour of *Gaspé Basin*, on which lies the destination of the steamer, *Gaspé* or *Gaspé Basin* (*Baker Ho.*, \$1.25; *Morin Ho.*, \$1), a small port with about 1800 inhab., including *York* and *Gaspé Sands*, and important fisheries of salmon, mackerel, and cod. It is frequented in summer for the excellent angling in the *York*

and *Dartmouth* rivers and the good boating in the Basin. Cartier landed here in 1534, taking possession of the country in the name of the King of France. In 1627 a French fleet under Adm. de Roquemont was destroyed in Gaspé Basin by the Kirkes (p. 39). In 1760 Gaspé was captured by Commodore Byron, and for a short time it was the capital of the independent province of *Gaspesia*. — From Gaspé travellers may either return to Dalhousie (see p. 66) or go by steamer to *Quebec* (comp. p. 37). For the latter route, see pp. 56, 2. The island of *Anticosti* (p. 2) is about 40 M. from Cape Gaspé.

Beyond Dalhousie Junction the train runs to the S.W., skirting the S. shore of the Baie des Chaleurs (views to the left). Mt. Tracadiegash (p. 67) rises on the farther shore of the bay.

322 M. *Charlo* and (338 M.) *Jacquet River* are angling-resorts. Beyond (355 M.) *Petite Roche* we cross the *Nigadou*. A little farther on we cross the *Tête-à-Gauche* and reach —

366 M. *Bathurst* (40 ft.; *Keary Ho.*, *Wilbur Ho.*, \$13¼-2), a busy little fishing-town with 1200 inhab., on a small peninsula projecting into *Bathurst Harbour*, which opens out of *Nepisiguit Bay*, itself a recess of the Bay Chaleur. The railway-station is about ½ M. from the town. Four rivers flow into Bathurst Harbour, one of which, the *Nepisiguit*, is famous among salmon-streams (leased). About 7 M. above Bathurst are the *Pabineau Falls* or *Rapids*, while 13 M. higher up the river forms the *Grand Falls*, consisting of four leaps with a total height of 140 ft. Another favourite point is the *Tête-à-Gauche*, or *Fairy River*, with its small but picturesque falls (7 M.).

371 M. *Gloucester Junction* is the starting-point of a line running to the E. to *Shippegan* (see below).

FROM GLOUCESTER JUNCTION TO SHIPPEGAN, 60 M., *Caraquet Railway* in 2½ hrs. (fare \$2.10). — The line passes (5 M.) *Bathurst* (see above) and follows the coast of Bay Chaleur. The intermediate stations include (25 M.) *New Bandon*, (31 M.) *Grand Anse*, and (50 M.) *Caraquet (Bellevue, \$2)*, a quaint Acadian settlement and important fishing-station. — *Shippegan (Hotel)* has a fine harbour and important fisheries of herring, cod, and mackerel. It is one of the numerous places that have been mentioned as the American terminus of a new and short Atlantic service. The idea is to connect Shippegan with Newfoundland by steamer, cross Newfoundland by railway, and take the steamer at St. John's for Valentia (1640 M.), which would reduce the Atlantic passage to four days, or even less.

Off the coast here lies *Shippegan Island* (comp. p. 67), which affords good wild-duck shooting in autumn. Still finer shooting (geese, ducks, plovers, etc.) is afforded by the island of *Miscou* (p. 67), to the N. of it, which is reached by boat from *Caraquet* (shooting-permits obtained from *Mr. D. Lee Babbit*, secretary of the Miscou Island Shooting Club, Fredericton, N.B.).

Between Gloucester Junction and Newcastle the railway traverses a thinly-peopled region, which offers many attractions to the sportsman in the shape of caribou, bear, partridge, and trout. 379 M. *Red Pine*; 389 M. *Bartibogue* (510 ft.); 401 M. *Beaver Brook*.

410 M. *Newcastle* or *Miramichi* (130 ft.; *Waverley*, \$1½-2; *Commercial Ho.*, \$1.50; U. S. Con. Agent), a ship-building and timber-trading town of 2500 inhab., is situated on the left bank of the *Miramichi*, at the head of deep-water navigation. — On the op-

posite (S.) shore, 6 M. lower down and reached either by steamer or railway (see below), lies **Chatham** (*Adams Ho.*, \$2; *Bowser's*, \$2; *Canada Ho.*, \$1.50), the chief place on the Gulf coast of New Brunswick, with an excellent harbour, ship-yards, mills, foundries, and a large lumber-trade. Pop. 4500. The most conspicuous buildings are the *Roman Catholic Cathedral*, the *College of St. Michael*, the *Convent*, and the *Hospital* (all of wood). Chatham is the E. terminus of the Canada Eastern Railway (see below).

The **Miramichi** (a corruption of an Indian name of unknown meaning; accent on the last syllable), on the estuary of which these towns lie, is second to the Restigouche alone among the salmon-rivers of New Brunswick. It is formed by the junction, a little way above Newcastle (see below), of the *North-West Miramichi* and the *South-West Miramichi*, and each of these has an extensive net-work of tributaries, some of which overlap the tributaries of the St. John. The best salmon-pools are on the S. W. Miramichi (which is really the main river) and its branches, but good fishing is obtained throughout the entire system. The district drained by the Miramichi is, perhaps, 6000 sq. M. in extent, and much of it is still almost unexplored. It is covered by forests, which harbour large quantities of game and yield much valuable spoil to the lumberman. In 1825 it was swept over by one of the largest forest-fires on record, which devastated 3,000,000 acres of wood, destroyed property to the value of \$1,000,000, and caused the death of 150-200 persons.

Miramichi Bay was visited by Jacques Cartier and is frequently mentioned in the history of the French and English struggle for Canada. *Beaubair Island* (see below) was occupied by a French town, destroyed by the English in 1759. — *Neguac* or *Burnt Church*, on the N. shore of the Bay, commemorates in its name another act of destruction and is to-day one of the chief gathering-places of the Micmac Indians (p. 66). — A little to the N. of Neguac lies *Tabusintac*, at the mouth of a river that affords good sea-trout fishing; and still farther to the N. is the leper-colony of *Tracadie*, where this dread disease, said to have been introduced among the Acadians by the sailors of a French ship wrecked here last century, is now being gradually stamped out by Government regulations.

FROM CHATHAM TO FREDERICTON, 117 M., *Canada Eastern Railway* in 7 hrs. (fare \$3.65). — This line intersects the I.C.R. at (9 M.) *Chatham Junction* (see below) and ascends the valley of the S. W. *Miramichi* (see above), crossing from the right to the left bank of the river at (29 M.) *Blackville*. At (53 M.) *Doaktown* it recrosses the river. 65 M. *Ludlow*. Beyond (69 M.) *Boiestown* the railway turns to the left (S.) and leaves the Miramichi. At (91 M.) *Cross Creek* it crosses the watershed to the valley of the *Nashwaak*, along which stream it descends to (113 M.) *Marysville*, (116 M.) *Gibson*, and (117 M.) *Fredericton* (see p. 132), crossing the *St. John* by a fine steel bridge (p. 132), 2100 ft. long.

Soon after leaving Newcastle the train crosses the arms of the Miramichi (see above), just above their confluence, by two bridges, each 1200 ft. long. To the left lies *Beaubair Island* (see above). From (414 M.) *Derby Junction* a branch-line runs along the bank of the S. W. Miramichi to (14 M.) *Indiantown*. At (416 M.) *Chatham Junction* we intersect the line from Chatham to Fredericton (see above). The district now traversed is scantily settled and of little interest. — From (443 M.) *Kent Junction* the Kent Northern Railway runs to (27 M.) *Richibucto* and (34 M.) *St. Louis* (see below).

Richibucto (*Kent, Union*, \$1-2; U. S. Con. Agent) is a town of about 1000 inhab., at the mouth of the river of the same name, with ship-yards and a trade in timber. It is also frequented to some extent for sea-bathing, though its large summer-hotel, the *Beaches*, has been closed. — *St.*

Louis is a typical Acadian settlement, with a fine church, a convent, and a sacred well to which pilgrimages are made for the healing of ailments.

452 M. *Harcourt*; 457 M. *Adamsville*; 461 M. *Coal Branch*; 469 M. *Canaan*, where we cross the river of that name; 481 M. *Berry's Mills*.

488 M. *Moncton* (40 ft.; *Brunswick*, \$2-2½; *Commercial*, \$1½-2; *Royal*, \$1½; *Queen*, \$1-1½; *Rail. Restaurant*; U. S. Consular Agent), a city of (1891) 8765 inhab., with manufactures of iron castings, machinery, locomotives, leather, cotton, sugar, wooden wares, woollen goods, and flour, lies at the head of navigation of the *Petitcodiac River* and is a railway centre of considerable importance. It is the headquarters of the *Intercolonial Railway*, whose plain but substantial *General Offices* are, perhaps, the most noteworthy building of the enterprising little city. There are also some substantial stone business blocks and good churches. The *Petitcodiac* flows into the Bay of Fundy (p. 122), and the tide ascending its estuary comes in the form of a 'bore' or tidal wave 4-6 ft. high. The difference between extreme high, and extreme low, tide at Moncton is 30 ft.

FROM MONCTON TO BUCTOUCHE, 32 M., *Buctouche & Moncton Railway* in 2-2¼ hrs. (fare 90 c.). — This railway runs towards the N. The intermediate stations are unimportant. *Buctouche (Bay View)*, an Acadian ship-building village of 500 inhab., at the mouth of the *Buctouche River*, attracts a few summer-visitors and is noted for its oysters.

At Moncton the *Intercolonial Railway* forks, the main line going on to Halifax, while the line to St. John diverges to the right. The latter is first described below.

FROM MONCTON TO ST. JOHN (89 M.). This line runs through a well-settled farming district, offering comparatively little of picturesque interest until approaching St. John. — 501 M. (13 M. from Moncton) *Salisbury*, a village of 400 inhab., is the junction of the *Salisbury & Harvey Railway* (see below).

FROM SALISBURY TO HARVEY, 48 M., railway in 3½ hrs. (fare \$1.45). This line runs towards the S.E. and reaches the *Petitcodiac*, flowing between its fertile salt-marshes, at (24 M.) *Hillsboro* (Beatty Ho. \$1½), a town of 2600 inhab., with manufactures and export of plaster. — 29 M. *Albert Mines* was once important for its mines of 'Albertite' coal, perhaps the most valuable coal ever known (now exhausted). 42 M. *Hopewell Hill*; 44 M. *Riverside*; 45 M. *Albert*; 48 M. *Harvey*, all on or near *Shépody Bay*, the arm of the Bay of Fundy into which the *Petitcodiac* flows.

506 M. *Pollet River*, near the *Pollet Falls*; 511 M. *Petitcodiac* (Mansard Ho., \$1-2), near *Canaan River*, a good trout-stream, and the junction of lines to *Elgin* and *Havelock*. The train now leaves the *Petitcodiac* and begins to ascend the 'height of land' between that river and the *Kennebecasis* (see below). The highest point is reached at (523 M.) *Dunsinane* (160 ft.), beyond which we descend along the *Kennebecasis*. 534 M. *Sussex*; 538 M. *Apohaqui*, with mineral springs; 545 M. *Norton*, the junction of a branch-line to (45 M.) *Chipman*, on *Grand Lake* (p. 131). — 555 M. *Hampton* (Vendome Hotel), with 2000 inhab. and the summer-homes of many citizens of St. John, is the junction of a line running to the S. to (28 M.)

Quaco (or St. Martin's) and (29 M.) *Beach Street*, on the Bay of Fundy. — The Kennebecasis now expands into *Kennebecasis Bay*. 569 M. *Rothsay* (Rothsay Hall, \$1 $\frac{1}{2}$ -2), delightfully situated on its E. shore, is, perhaps, the most popular summer residence and resort of the St. John people. At (570 M.) *Riverside* we overlook the Kennebecasis Rowing Course, the scene of many famous races. — For the last mile or two the railway leaves the bay and runs through a marshy valley. 574 M. *Coldbrook*, an industrial suburb of St. John.

577 M. *St. John*, see R. 22.

FROM MONCTON TO HALIFAX (186 M.). — From Moncton to Halifax the line runs at first for a short distance towards the N.E. At (496 M.; 8 M. from Moncton) *Painsec Junction* diverges a branch-line to (11 M.) *Point du Chêne*, one of the chief starting-points for *Prince Edward Island* (comp. p. 94).

On this branch lies (9 M.) *Shediac* (*Weldon*, \$1 $\frac{1}{2}$; *Union*), a small bathing-resort on *Shediac Bay*, famous for its oysters and its fine sandy beach. Anglers may catch brook-trout, sea-trout, bass, and mackerel. — 11 M. *Point du Chêne* (*Seaside Ho.*, \$1 $\frac{1}{2}$) is a small village on a sandy point, with long piers running out into deep water. Steamer hence to *Summerside*, P. E. I., see p. 94.

Our line now runs to the S. through the valley of the *Memramcook*. 507 M. *Memramcook*, the station for St. Joseph's College (R. C.). — 515 M. *Dorchester* (*Dorchester Ho.*), a small port at the junction of the *Memramcook* with the *Petitcodiac*, with about 1000 inhab., builds ships and exports grey sandstone from the neighbouring quarries. The prominent stone building on the hills above the town is the *Penitentiary of the Maritime Provinces*. — The railway now turns to the E. and runs athwart the peninsula between *Shepody Bay* (p. 70) and *Cumberland Basin*. — 526 M. *Sackville* (*Brunswick, Intercolonial*, \$1 $\frac{1}{2}$ -2), a small ship-building town with 2000 inhab., is the junction of a railway to *Cape Tormentine* (see below). It is the seat of *Mt. Allison College*, a Methodist institution with 200 students, and exports cattle and hay to England.

THE NEW BRUNSWICK & PRINCE EDWARD ISLAND RAILWAY, running from Sackville to (36 M.) *Cape Tormentine*, is of importance as the winter mail route to Prince Edward Island. The steamers to *Summerside* and *Charlottetown* (see p. 94) have to cease running in winter on account of the ice, and their place is taken by the 'Stanley', a strong iron boat specially built for forcing its way through the floating ice, which plies between *Pictou* and *Georgetown* (comp. p. 95). For about a month in each winter even this steamer has to discontinue its trips, and recourse is then had to strongly-built row-boats with two keels (like the runners of a sleigh), which are propelled through the water or over the ice as occasion demands; and these follow the shortest route between the mainland and the island (from *Cape Tormentine* to *Cape Traverse*, 10 M.). It is intended to open regular steamer communication by this route in the summer of 1894.

Beyond Sackville the I.C.R. traverses the famous *Tantramar* or *Tintamarre Marshes*, containing about 40 sq. M. of exuberantly fertile salt-meadows, reclaimed, like the polders of Holland, from

the sea by dykes. Through the midst of the marshes, which bear splendid crops of hay, runs the *Tantram River*, the appearance of which varies greatly at low and high tide. The *Chignecto Peninsula*, which we are now crossing, connects New Brunswick with Nova Scotia (Acadia) and was the scene of some of the last struggles between the French and British nationalities in Canada (1755).

The French insisted that '*Acadia*', which they had ceded to Great Britain, comprised only the peninsular portion of the Maritime Provinces and that the *Missiguash* (see below) was the boundary between the French and British possessions. The strong *Fort Beauséjour* was built to the N. of that river, to defend the frontier. The warrior-priest *La Loutre* made this his headquarters and was indefatigable in his exertions to persuade or force the Acadians of the isthmus to renounce their British allegiance. To this end, among other acts, he caused the flourishing village of *Beaubassin* to be destroyed, so that its inhabitants might cross to the French side of the frontier. The British built *Fort Lawrence*, on the other side of the *Missiguash*. In 1755 Col. Moncton succeeded in capturing *Fort Beauséjour*, the name of which was changed to *Fort Cumberland*; and it was afterwards allowed to fall into decay.

Near (530 M.) *Aulac* we cross the river of that name and see (left) the remains of *Fort Beauséjour* (see above). We then cross the *Missiguash* (see above) and enter *Nova Scotia* (p. 76). No vestiges of *Fort Lawrence* (see above) remain. — Near (533 M.) *Fort Lawrence Station* is the W. terminus of the proposed *Chignecto Ship Railway* (see below).

The object of this railway is to save ships the long detour necessary in going from the Bay of Fundy to the Gulf of St. Lawrence. It was intended to lift ships of 1000 tons' burden on to a huge ship-carriage by powerful hydraulic presses and then haul them across the isthmus by locomotives. After absorbing large sums of money, the scheme has been abandoned for the present. The works are most conveniently visited by carriage from Amherst (see below).

536 M. *Amherst* (55 ft.; *Amherst Ho.*; *Terrace Ho.*; *Rail. Restaurant*), a flourishing little seaport with 3781 inhab., lies near the head of *Cumberland Basin*, an arm of the *Bay of Fundy*. It contains many substantial buildings and carries on a brisk trade in lumber and in the produce of the fertile marshes all round it. Pleasant drives may be taken from Amherst to *Baie Verte*, *Fort Beauséjour* (see above), etc.

The railway now runs towards the S. 541 M. *Nappan* is the seat of a Government experimental farm. From (544 M.) *Maccan*, situated amid coal-fields, a short railway runs to (12 M.) *Joggins*, another coal-mining place.

The *Joggins Shore*, extending along *Chignecto Bay*, has fine cliffs, 100-400 ft. high, and exhibits wonderful petrified forests and sections of carboniferous strata, which have been visited and described by Sir Chas. Lyell, Sir William Dawson, and Sir W. E. Logan.

553 M. *Springhill* is the junction of the *Cumberland Railway* to (32 M.) *Parrsborough* (see below).

Parrsborough (*Grand Central*; *Queen's*; *Kelse Ho.*, on Partridge Island; U. S. Con. Agent), a small lumber and coal trading port on the *Basin of Minas*, with 1909 inhab., is frequented as a summer-resort, for its fishing, shooting, and other attractions. Some of the best caribou and moose shooting in Nova Scotia is within reach of Parrsborough. The harbour

is sheltered by *Partridge Island* (fine views). Pleasant walks or drives (good roads) may be taken to the *Moose River Falls*, *Cascade Valley*, the *Five Islands*, *Advocate Harbor* (coach), *Cape d'Or*, and other points. The geologist will find much to interest him in the coast. Steamers ply from Parrsborough to *Kingsport* (p. 120), *Hantsport* (p. 118), *Windsor* (p. 118), *St. John* (p. 124), etc. *Cape Blomidon* (p. 120) is about 8 M. distant.

The *Springhill Coal Mines*, about 5 M. from Springhill Junction, on the railway to Parrsborough, have an annual output of about 400,000 tons.

The next stations on the I.C.R. are (560 M.) *Salt Springs* and (566 M.) *Oxford Junction*, the latter the starting-point of the *Oxford & Pictou Branch* of the railway (see below).

The chief stations on this branch are (3 M.) *Oxford* (Oxford Ho.), with woollen mills; 21 M. *Pugwash* (Central; Acadia; Ger. Consul; U. S. Con. Agent), a seaport and watering-place on *Northumberland Strait* (p. 95); 23 M. *Wallace* (Wallace Ho.); 35 M. *Tatamagouche* (Sterling Ho.), on a beautiful bay, well seen from the railway; and (47 M.) *River John* (Riverside, Acadia Ho.), yet another popular little summer-resort. — 69 M. *Pictou* is described at p. 85.

The main line now traverses a thickly-wooded district and begins to ascend the *Cobequid Hills* (400–1000 ft.), which run E. and W. through this part of the peninsula for about 100 M. Beyond (577 M.) *Greenville* we enjoy a charming view of the *Wallace Valley*, below us, to the left. Beyond (583 M.) *Wentworth* we reach *Folleigh Lake* (610 ft.), the highest point of this part of the line, and begin to descend, crossing *Folleigh Valley* by a viaduct 600 ft. long and 82 ft. high. There are several snow-sheds here. — From (595 M.) *Londonderry* (320 ft.) a branch-line runs to (3 M.) the important *Acadia Iron Works*. The *Londonderry* mines produce both Limonite and Spathic ores, which are smelted together and produce a good quality of pig-iron. — Beyond (601 M.) *Debert* views of *Cobequid Bay* are obtained to the right.

612 M. *Truro* (55 ft.; **Prince of Wales*, plain but comfortable, \$1½; *Rail. Restaurant*), a town of 5102 inhab., with manufactures of hats, hardware, iron and steel castings, machinery, saddlery, boots and shoes, woollen goods, and condensed milk, is situated on the *Salmon River*, about 2 M. from the head of *Cobequid Bay*, the easternmost arm of the Bay of Fundy. It was founded in 1761 as a colony of loyal Irish settlers from New Hampshire. The streets are well laid out and shaded with fine trees; and altogether the little town makes a very pleasant and friendly impression. Among the chief buildings are the *Post Office*; the *Normal School* (about 200 students), with a statue of *Dr. Forester*, the founder of the free school system of Nova Scotia, in front of it; and the *Truro Academy*. A good view of the town and neighbourhood is obtained from the roof of the *Exhibition Building*. The **Victoria Park* (reached by crossing the overhead bridge at the railway-station), in a beautiful little wooded glen, is one of the most attractive municipal pleasure-grounds in America. About 1 M. up the stream are the picturesque little **Joe Howe Falls*.

The *Salmon River*, where it enters the bay, 2 M. from the city, is spanned by the *Board-landing Bridge*, a good point to view the tidal phenomena of the Bay of Fundy (p. 122). About 10 M. down the bay lie *Savage's*

Island (with an old Acadian and Indian burial-ground) and *Old Barns*, the site of an Acadian settlement. — *Penny's Mt.*, $3\frac{1}{2}$ M. to the N.E., commands a delightful *View, including the Cobequid Mts. (p. 73) and North Mt. (p. 121), with Cape Blomidon. — The streams near Truro afford some fair fishing. Moose occur in the *Stewiacke Mts.*, about 12-15 M. to the E. (Indian guides obtainable at Truro). Partridge, snipe, and wild-fowl are plentiful. — From Truro to *Stellarton (Pictou)* and *Cape Breton*, see R. 16.

Beyond Truro the line runs to the S. and S. W., through a district of no great interest. 620 M. *Brookfield*; 630 M. *Stewiacke*, on the *Stewiacke River*. — At (634 M.) *Shubenacadie* (accent on antepenultimate) we cross the river of that name, which we follow for some distance. Stages run hence to (18 M.) *Maitland*, at the mouth of the river. — Near (646 M.) *Enfield* are the *Oldham* and the *Renfrew Gold Mines*, both profitably worked. At (651 M.) *Grand Lake Station* the lake, well stocked with whitefish, lies to the right. A little farther on, *Long Lake* lies to the left. At (660 M.) *Windsor Junction* we are joined, from the right, by the Windsor & Annapolis Railway (see R. 20). We cross *Rocky Lake*. — 665 M. *Bedford* (Bedford, Bellevue, \$2), at the head of the beautiful *Bedford Basin* (p. 82), is a favourite summer-resort of the Haligonians. — The train now skirts the shore of Bedford Basin (views to the left). 670 M. *Rockingham (Hotel)*, with a large convent-school for girls.

674 M. *Halifax*, see below.

14. Halifax.

Arrival. The *Intercolonial Station* (Pl. E, 1), at which all trains arrive, lies on the N. side of the city, about 1 M. from the principal hotels. Cabs and hacks meet the train, and the tramway along Lockman St. and Barrington St. passes close to the station and near the hotels. The cabmen assault the arriving passenger with the most disagreeable vociferation, and the arrangements generally might be improved. The fare (50 c. each pers.) is exorbitant when more than one person uses the vehicle. The hotels do not send omnibuses or representatives to meet their guests (as they should), though some of the hackmen bear shields with the names of the different hotels on their hats. — Cabs are also in waiting on the *Steamboat Wharves*, and the fare is the same. — It should be remembered that Nova Scotia time, as observed at Halifax and throughout the province, is about 1 hr. ahead of railway (i.e. Eastern Standard; p. xiv) time.

Hotels. HALIFAX HOTEL (Pl. a; E, 4), 97-103 Hollis St., \$2-3; QUEEN (Pl. b; E, 4), 114-115 Hollis St., \$1 $\frac{3}{4}$ -2 $\frac{1}{2}$; WAVERLEY (Pl. c; D, 5), 174 Pleasant St., a quiet family hotel, \$2 $\frac{1}{2}$; ACADIAN (Pl. d; E, 4), 88 Granville St.; ALBION (Pl. f; E, 4), 20 Sackville St., \$1-1 $\frac{1}{2}$; ROYAL (Pl. g; E, 3), 119 Argyle St. — *Restaurants* at the hotels; *Mitchell* (confectioner), 25 George St.; *Teas*, 151 Hollis St.; *Woolmough*, 32 Salter St.

Cabs. For each pers. 1 M. 25 c., 1 $\frac{1}{2}$ M. 30 c., 2 M. 40 c., 2 $\frac{1}{2}$ M. 45 c., 3 M. 50 c.; half-fare in returning; $\frac{1}{4}$ hr. waiting free, each addit. $\frac{1}{4}$ hr. 15 c.; per hr. 75 c.; with two horses \$1. Between midnight and 6 a. m. (7 a. m. in winter) by agreement, not to exceed double fare. From railway-station or wharf to any point in the city, 50 c. each pers., incl. $\frac{1}{2}$ cwt. of luggage. — **Tramways** traverse the entire city from N. to S., with various branch-lines (fare 5 c.; six tickets 25 c.). — *Omnibuses* run from the Post Office to the (3 M.) *Dutch Village* (fare 10 c.).

Steamers ply regularly from Halifax to *Prince Edward Island* (p. 94), *Sydney* (p. 92), *Port Mulgrave* (p. 87), *Newfoundland* (p. 99), *Bridgewater* (p. 84), *Lunenburg* (p. 83), *St. Pierre* and *Miquelon* (p. 116), *Yarmouth* (p. 123), *Boston* (R. 4c), *New York* (every 10 days), *Baltimore*, *Liverpool*





(see R. 1 b), *London* (R. 1 b), *Glasgow* (R. 1 d), *Hamburg*, *Jamaica*, *Antwerp*, *Havana*, and many other ports. — *Ferry Steamer to Dartmouth* (p. 82) at frequent intervals.

Amusements. *Academy of Music* (Pl. D, 4), Barrington St.; *Orpheus Hall* (concerts, etc.), Granville St. — *Skating Rink*, Tower Road (military concerts); *Curling Rink*, Tower Road; *Garrison Cricket Ground*, Quinpool St.; *Wanderers' Amateur Athletic Association*, see p. 81; *Studley Quoit Club*. — Numerous *Yachting* and *Rowing Races* take place in summer. *Royal Nova Scotia Yacht Squadron* (Pl. D, 6), at the end of Pleasant St.; *Wanderers' Boat Club*, at the foot of Morris St. (Pl. E, 5). Small boats may be hired at the *North Slip* (Pl. E, 2), at the *Ferry Slip* (Pl. E, 4), and at *Luke's*, Freshwater (Pl. D, 5). — *Band Concerts* in the Public Gardens (Sat. afternoon).

Clubs. *Halifax Club* (Pl. 5; E, 4), 172 Hollis St.; *City Club* (Pl. 4; D, 4), 32 Barrington St.; *Royal Nova Scotia Yacht Squadron*, see above; *Lorne Amateur Aquatic Club*.

Consuls. *U. S. Consul-General*, D. H. Ingraham, 60 Bedford Row. — *German Consul*, C. A. Creighton, 58 Bedford Row. — *French Vice-Consul*, E. Francklyn, 193 Upper Water St. — *Austrian Consul*, W. H. Hart, 1 Bedford Row.

Post Office (Pl. E, 4), Hollis St., corner of George St. (open 5 a.m. to 10 p.m.).

Halifax, the capital and largest city of Nova Scotia, is beautifully situated on the S. E. coast of the province, in $44^{\circ} 59' 22''$ N. lat. and $63^{\circ} 35' 30''$ W. lon., on the E. slope of a small rocky peninsula, enclosed by its splendid harbour (see p. 80), *Bedford Basin* (p. 74), and the so-called *N. W. Arm* (p. 82). It is the chief naval and military headquarters of British North America and was long the only garrison of regular troops in Canada (comp. p. 226). The formidable fortifications of the town and harbour have won for it the name of the 'Cronstadt of America' (see p. 77). Halifax is also the seat of the Roman Catholic Archbishop of Halifax and the Anglican Bishop of Nova Scotia. Its position as the chief winter harbour of Canada, as the nearest American port to Great Britain (2170 M. to Cape Clear), and as the E. terminus of the Canadian railway-system make it of great commercial importance; and it also carries on various manufactures (see p. 76). The proximity of the coal-fields of Nova Scotia and Cape Breton make it an invaluable coaling-station for the British fleet, while its fisheries are also very extensive. In 1891 Halifax contained, exclusive of the Imperial troops, 38,556 inhab. (one-third Roman Catholics), giving it the seventh place among Canadian cities.

The city, which covers an area 3 M. long by 1 M. wide, is laid out with considerable regularity but makes on the whole a rather dingy and shabby impression. Few of the streets are paved, and many of the buildings are still flimsy-looking wooden structures, though great improvements have been made in this respect in recent years. *Hollis Street*, the chief business-thoroughfare, is lined for the most part by substantial buildings; and some of the chief residence-streets, with their shady avenues, are very attractive. The great beauty of the situation and environment, however, entirely outweighs any defects in detail. The characteristics of the social life of what claims to be 'the most British city in America'

are largely influenced by the presence of the British naval and military officers; while the red-coats and blue-jackets form a picturesque element in the streets. Halifax is said to be one of the richest, as it is one of the most charitable, cities of its size on the Continent. The climate is healthy and not so extreme as that of inland points on the same parallel (range from -5° to $+90^{\circ}$ Fahr.).

History. The fact that the safe and capacious *Bay of Chebucto* ('chief haven') was the American rendezvous of the ill-fated expedition of D'Anville in 1746 led to the demand of the Massachusetts colonists that a point of such strategic importance should be occupied by Imperial forces. The British Lords of Trade saw the wisdom of acceding to this request and accordingly sent out a body of 2376 emigrants, under the *Hon. Edward Cornwallis*, Governor of Nova Scotia, who landed in June, 1749, and gave the name of *Halifax* to the new settlement in honour of the Earl of Halifax, then President of the Board of Trade and Plantations. In spite of the nominal submission of the Acadians and Indians, these allies for a time did all in their power to harass the infant colony; and in 1751 the savages destroyed the village of Dartmouth (p. 82), which had been planted on the other side of the bay. In 1751-52 about 500 Germans were added to the population (comp. p. 83). Halifax grew steadily in importance as a naval station; it was the rendezvous of the powerful fleet and army that captured Louisbourg in 1758 (see p. 93) and also of Wolfe's armament both before and after the siege of Quebec (1759). During the American Revolution, Halifax was one of the chief bases of operation against the revolting Colonies, and the war of 1812-3 also brought considerable benefit to the town. During the American Civil War, Halifax Harbour was the starting-point of numerous blockade-runners, and many of its citizens are said to have laid the foundations of their fortunes at this time. The population of Halifax was estimated at 5000 a few years after its foundation; but afterwards sank to 3000, through the attraction exercised on the citizens by the New England colonies. At the close of the American Revolutionary War the population rose to 12,000, but it was not much more than a third of this seven years later. During the present century the growth has been steady though comparatively slow. The population rose from 14,422 in 1838 and 20,749 in 1851 to 25,126 in 1861, to 29,582 in 1871, and to 36,100 in 1881. — The *Halifax Gazette*, established in 1752, was the first Canadian newspaper.

Industry and Commerce. The chief imports at Halifax are manufactured articles from England, produce from the United States, and sugar, molasses, and rum from the East Indies. The exports include dried fish, timber, cattle, agricultural and dairy produce, whale and seal oil, and furs. The total value of its foreign trade in the year ending June 30th, 1893, was \$13,555,900 (£2,711,180 l.). In the same year the vessels that entered and cleared the port had a total burden of 1,338,866 tons. — The industries of Halifax include iron-founding, brewing, distilling, sugar-refining, tanning, and the manufacture of machinery, agricultural implements, cotton and woollen goods, paper, musical instruments, gunpowder, tobacco, soap, and candles.

The *Province of Nova Scotia*, of which Halifax is the capital, has an extreme length of 360 M., with an average breadth of about 65 M. Its area is 20,900 sq. M., equal to more than two-thirds of that of Scotland. The province, which consists of the peninsula of Nova Scotia proper and of the large island of Cape Breton, is almost wholly surrounded by water, being connected with the mainland (New Brunswick) by a low isthmus about 15 M. wide. No part of Nova Scotia is more than 30 M. distant from the coast. The surface is considerably varied in contour but nowhere exceeds 1200 ft. in height. The chief features are the Cobequid Mts. (p. 73) and other ridges running parallel with the length of the peninsula. The coast-line towards the Atlantic is very irregular and contains many good harbours. On the W. side it is more even. The E. or seaward side of Nova Scotia is for the most part barren and rocky; the best lands, such

as the fruitful Annapolis Valley (p. 120), are on the side nearest the mainland. About one-sixth of the entire area is in crops or under pasturage. Wheat, oats, and fruit (especially apples) are among the chief products of the soil. Cattle-rearing and dairy-farming are also carried on. Lumbering is less important than formerly, owing to the exhaustion of the best timber. Manufactures are comparatively undeveloped. The mineral wealth of the province is great, including coal (comp. pp. 93, 85, 73), iron, gypsum, and gold. The characteristic industry of Nova Scotia is, however, the fisheries, which are very large and valuable, employing about 14,000 boats and 25,000 men. The value of the total catch in 1892, chiefly consisting of cod, mackerel, lobsters, herring, and haddock, was \$6,340,724, or one-third of that of the total catch of Canada. In 1893 Nova Scotia owned 2731 ships of 425,690 tons burden, or about 40 per cent of the total shipping of Canada. The population of the province in 1891 was 450,396, the bulk of whom consist, in nearly equal proportions, of persons of English and Scottish descent, after whom come the Irish, French, and Germans. — Nova Scotia was originally colonized by the French, whose first settlement was made in 1605 (comp. pp. xxiii, 121). Along with New Brunswick and Prince Edward Island, it was included under the name of *Acadia* (*l'Acadie* or *La Cadie*), a name derived from a Micmac word 'ākāde', indicating 'abundance'. The exact scope of this title, however, was hotly disputed when Acadia was ceded to the English (see p. 72). The name of Nova Scotia first appears in a charter granted by James I. to Sir William Alexander in 1621. The present French inhabitants of the province are descendants of the original French settlers, most of whom, however, were expelled in 1755 on account of their irreconcilable hostility to British rule (comp. p. 119). Among other outstanding events in the history of the province are the two sieges of Louisbourg (1745 and 1758; see p. 93), the foundation of Halifax in 1749 (p. 76), and the immigration of the United Empire Loyalists about 1784 (comp. p. 84). Prince Edward Island was separated from Nova Scotia in 1770, and New Brunswick in 1784. Nova Scotia was one of the four provinces which originally joined in the Confederation of 1867.

The most conspicuous single feature in Halifax is undoubtedly the *Citadel (Pl. D, 3), which occupies the crown of the peninsula, 255 ft. above the sea; and tourists cannot better begin their visitation of the city than by seeking the view which this elevated site commands. Those who start from either of the two chief hotels in Hollis St. reach the citadel most directly by ascending *Sackville Street* (Pl. D, 4), near the head of which, to the right, at the corner of Brunswick St., stands *Halifax County Academy* (Pl. D, 4), a large and handsome building in red brick. Opposite, and adjoining each other, are the extensive *Barracks of the Royal Engineers and Artillery* (Pl. D, 4). Strangers are not now allowed to enter the citadel without special permission, which is not easily obtained; but they will obtain some idea of its strength — it ranks as a fortress of the first class — by an external survey of its glacis, its deep moat, its heavily-armed bastions, and its massive masonry. On the slope below the entrance to the citadel is a small structure erected as a *Town Clock*, and now occupied by Government.

The original defences of Halifax consisted of a wooden palisade and block-houses, the lines of which are roughly indicated by the present Salter, Barrington, and Jacob Sts. (comp. Pl. D, E, 3, 4). A systematic reconstruction of the entire series of fortifications was begun at the time of the Revolutionary War. Citadel Hill seems to have been first regularly fortified about 1778, but the nucleus of the present fortress is due to the Duke of Kent, who was Commander of the Garrison in 1794-7, while

almost every subsequent year has seen alterations and additions. The garrison of Halifax usually amounts to about 2000 men, including one or two regiments of the line, two batteries of artillery, two companies of engineers, and detachments of the Commissariat, Transport, and Hospital Corps. Its commander is a general, who acts as Administrator of the Dominion of Canada in the absence of the Governor-General.

The ***View** from outside the S. E. bastion includes the central part of the city; the beautiful harbour, with its shipping and fortified islands (comp. p. 80); the town of Dartmouth (p. 82), on the opposite side of the harbour, with its large lunatic asylum; the fortifications at the mouth of the harbour; and the distant ocean beyond. By walking round the outside of the ramparts, we may survey every part of the city in turn, backed by the North-West Arm (p. 82) towards the W. and by Bedford Basin (p. 74) towards the N. At the S. W. base of the Citadel Hill lie the Public Gardens (p. 81) and the Athletic Grounds of the Wanderers' Club (p. 81); to the W. are the Common (p. 81) and the Garrison Cricket Grounds (p. 75).

From the Citadel we may now return to Hollis St. viâ *Buckingham Street* (Pl. E, 3), noticing the *Glacis* or *Pavilion Barracks* (Pl. D, E, 3), at the N. end of the glacis, with the quarters for the married men. Following **HOLLIS STREET** (Pl. D, E, 4, 5), with its banks, insurance-offices, and shops, towards the S. (right), we soon reach (left) the **Dominion Building** (Pl. D, 4), a substantial pile of brown freestone on a granite basement, with the *Post Office* and *Customs Department* on the ground-floor and the *Provincial Museum* upstairs.

The museum contains specimens illustrating the zoology, botany, and mineralogy of Nova Scotia, Indian curios, historical relics, and a few portraits. A gilt pyramid represents the amount of gold produced by the province in 1862-93 (valued at \$10,860,980).

Nearly opposite the Dominion Building stands the ***Provincial Parliament Building** (Pl. D, 4), a sombre but somewhat imposing stone building, finished in 1818 and surrounded by a small tree-planted square. The Legislature generally meets in February.

At the S. end of the building is the *Chamber of the Legislative Council*, with portraits of George II. and Queen Caroline, George III. and Queen Charlotte, William IV., Sir Thomas Strange (by *Benj. West*), Judge Haliburton ('Sam Slick'; p. 118), Sir W. Fenwick Williams, the heroic defender of Kars (a native of Nova Scotia), and Sir John Inglis (a native of Halifax), the defender of Lucknow. — The *House of Assembly*, at the N. end, has portraits of Joseph Howe and J. W. Johnston. — The *Library* (librarian, F. Blake Crofton), in the centre of the building, contains a good collection of books relating to Nova Scotia and some interesting MS. records. — In the small *Council Chamber* is the table round which Cornwallis and his associates assembled when holding the first meeting of the new Council of Nova Scotia on board the 'Beaufort' (July 14th, 1749; comp. p. 76).

A little farther along Hollis St., to the right, is the substantial home of the *Halifax Club* (p. 75), while on the opposite side of the way, in the next block, are the *Queen* and *Halifax Hotels* (p. 74). To the right, near Bishop St., are the grounds of **Government House** (Pl. D, 4), the residence of the Lieutenant-Governor, the front of which faces Pleasant St. The building dates from 1800-1805.

About $\frac{1}{4}$ M. farther on, Hollis St. ends at the *Royal Engineer Yard* (Pl. D, 5), usually known as the *Lumber Yard*. In the mean-

time we may turn to the right and follow *Pleasant Street* (Pl. D, 5) back towards the centre of the city. To the left lie the *Presbyterian Ladies' College* and the *Waverley Hotel* (Pl. c, D 5; p. 74). A little farther on, to the left, is *Government House* (see p. 78), opposite which is *St. Paul's Old Churchyard* (Pl. D, 4), with a monument, surmounted by a carved lion, to the memory of two Nova Scotia officers killed in the Crimea. *St. Matthew's Presbyterian Church* (Pl. 1; D, 4), to the right, has a lofty spire. It is adjoined by the *Brigade Office* and the *Academy of Music* (Pl. D, 4; p. 75). Opposite the last is the *Glebe House*, the official residence of the Archbishop of Halifax, adjoining which, in Spring Garden Road, is **St. Mary's Cathedral* (Pl. D, 4; R. C.), the most conspicuous ecclesiastical edifice in Halifax, with an elaborate granite façade and a tall white spire. The interior is decorated with painting and gilding.

Spring Garden Road (Pl. C, D, 4) leads to the W. from this point, passing the *Court House* (Pl. D, 4), with the *County Gaol* behind it; the old and unsightly *Drill Shed*, soon to be removed; *Bellevue House*, the official residence of the Commander-in-chief, at the corner of Queen St. (Pl. D, 4); and the *First Baptist Church* (Pl. D, 4). Farther up it skirts the Public Gardens (p. 81).

Pleasant St. now changes its name to *Barrington Street* (Pl. D, E, 4, 3). To the right diverges *Salter St.*, with the *Masonic Hall*. To the left (No. 32) is the *City Club* (Pl. 4, D 4; p. 75), between *St. Mary's Hall* and the *Church of England Institute*. We then cross *Sackville St.* (p. 77) and soon reach the *Grand Parade* (Pl. E, 4), occupying a terraced site buttressed by a wall of massive masonry. At the S. end of the Parade stands *St. Paul's Church* (Pl. E, 4), a large wooden structure, built in 1750 (the year after the foundation of Halifax) on the model of *St. Peter's*, Vere St., London.

Strangers should visit the interior of this old church for the sake of its interesting collection of mural tablets and monuments to the memory of distinguished Haligonians, Nova Scotians, and others. In the E. gallery is that of *Baron de Seitz*, a Hessian officer who died here in 1778 and was buried in *St. Paul's* in full regimentals.

St. Paul's was long used as the cathedral of Halifax, but the present pro-cathedral is *St. Luke's* (Pl. D, 4, 5), Morris St.

At the opposite end of the Parade stands the handsome new *City Hall* (Pl. E, 3, 4), occupying the site of the original building of *Dalhousie College* (p. 81). — Farther on, *Barrington St.* becomes *Lockman Street* (Pl. E, 3, 2) and runs out to the *Railway Station* (Pl. E, 1), beyond which it makes a final change of name to *Campbell Road* (Pl. E, 1).

Granville Street (Pl. E, 4), parallel to and between *Hollis St.* and *Barrington St.*, is one of the chief business-streets of Halifax and contains some important shops, newspaper offices, etc. At its intersection with *Prince St.* stands the substantial building of the *Young Men's Christian Association* (Pl. 3; E, 4), with its reading-room and library.

Lower Water Street (Pl. D, E, 5, 4), beginning at the Royal Engineer Yard (p. 78), and *Upper Water Street* (Pl. E, 3, 2) skirt the water-side, with its innumerable docks, wharves, and warehouses. The *Green Market*, held at the corner of George St. on Sat. morning, should be visited. At the point where Lower Water Street ends and Upper Water St. begins extends *H. M. Ordnance Yard* (Pl. E, 3), with its large stores of guns, ammunition, and other warlike material. Farther on, opposite the *Long or Railway Wharf* (Pl. E, 2), is a *Grain Elevator*, with a capacity of 150,000 bushels. — To the right, a little farther on, is the **Royal Naval Yard** (Pl. E, 2; strangers usually admitted on sending in their cards to the Superintendent), 14 acres in extent, founded in 1758 and surrounded by a high stone wall. It contains extensive storehouses, machine-shops, and magazines, and all the usual appliances of a first-class dockyard. The *Hospital Yard*, with the *Naval Hospital* (Pl. E, 2), practically forms part of the Dockyard. — Opposite lies the *Intercolonial Railway Station* (Pl. E, 1). — A little farther to the N. is the huge *Dry Dock*, the largest in Canada, being 610 ft. long and 102 ft. wide. It cost \$1,000,000.

The ***Harbour** (Pl. C-E, 1-7), 6 M. long, with an average width of 1 M., affords excellent deep-water anchorage at all states of the tide and is effectively sheltered by Macnab's and George's Islands. On the N. it communicates with *Bedford Basin* (p. 74) by a deep channel known as the *Narrows*. The harbour is usually alive with all kinds of shipping, and on a bright day presents a sight that will linger long in the memory. Halifax is a Vice-Admiral's station, and the Vice-Admiral's flag-ship is usually in port during the summer, often accompanied by other British men-of-war. Visitors are generally welcomed on board and may take boat at the *North Slip* (Pl. E, 2; fare 25 c.). The harbour fortifications are of immense strength. The green and inoffensive-looking *George's Island*, opposite the Ordnance Yard, is, perhaps, under modern conditions of warfare, a more formidable fort than the citadel itself. It interlaces its fire with *Fort Clarence*, on the opposite shore. On *Macnab's Island*, at the mouth of the harbour, is *Prince's Battery Fort*, which crosses its fire with that of *York Redoubt*, situated on a high bluff on the W. shore. There are other strong batteries in *Point Pleasant Park* (p. 84), while the entrance is farther protected by an extensive system of submarine mines and torpedoes.

The **View of Halifax from the harbour* is in its own way as fine as that from the citadel and should be secured by every visitor (afternoon light best; sunsets often superb). It may be enjoyed from a small boat (see p. 75) or from the deck of the ferry-steamer to Dartmouth (see p. 82).

The S. continuation of Pleasant St. (see p. 79) leads through the district of *Freshwater* to ***Point Pleasant Park** (Pl. B, C, 6, 7; tramway to the foot of Inglis St., Pl. D, 5), occupying the extremity of the peninsula on which the city lies and recalling in its location Stanley Park at Vancouver (p. 224). The park, which is 160 acres in extent,

is traversed by numerous excellent roads and paths, and the drive round its outer margin commands exquisite views of the harbour and of the N.W. Arm (p. 82). Several masked batteries are concealed among its groves of pine and fir, and on the summit of the ridge is an old martello tower known as the *Prince of Wales' Tower*. On the N.W. Arm, just beyond the W. limit of the park, is the old *Penitentiary* (Pl. B, 6; disused).

We may leave the park by the *Young Avenue Entrance* (Pl. C, 6), with its handsome gates, and make our way viâ the shady *South Park Street* (Pl. C, 5, 4) to the Public Gardens, passing the *Cemetery of the Holy Cross* (Pl. C, D, 4, 5; with a chapel said to have been erected in one day), the *School for the Blind* (Pl. C, 4; visitors admitted on Wed. afternoon), and the *Exhibition Building* (Pl. C, 4; skating-rink in winter).

The ***Public Gardens** (Pl. C, D, 3, 4), about 14 acres in extent, and somewhat recalling the Boston Public Garden (p. 12), deservedly form one of the chief sources of Haligonian pride, and present a highly attractive picture, with their beautiful shade-trees, well-trimmed sward, picturesque lake, and gay flower-beds. The show of flowers is especially brilliant in Aug. and the first half of September. A military band plays here in summer on Sat. (4-6 p.m.), and illuminated evening-fêtes are held from time to time.

On the N. the Public Gardens are adjoined by the *Athletic Grounds of the Wanderers' Club* (Pl. D, 3), and beyond these stretches the **Common** (Pl. D, 2, 3), a piece of Government property on which sham-fights and military reviews are occasionally held.

To the S. of the Public Gardens stands the *Convent of the Sacred Heart* (Pl. C, 4), beyond which are the grounds containing the large *Poor-House* (Pl. C, 4) and the *Victoria General Hospital* (Pl. C, 4). — Spring Garden Road (p. 79), skirting the S. side of the Gardens, ends on the W. at Robie St., where are a *Methodist Church*, *St. Stephen's* or the *Bishop's Chapel* (Pl. C, 3), and a wooden shed covering the foundation-stone of the proposed *Anglican Cathedral*, laid a few years ago.

A little to the S. of this point, in the block enclosed by Robie, Morris, Carlton, and College Sts., stands ***Dalhousie College** (Pl. C, 4), a large and handsome building of red brick, with a central tower, erected in 1886-7.

Dalhousie College and University was founded in 1821 by the Earl of Dalhousie, then Governor-General of Canada. The original endowment was derived from funds collected at the port of Castine, in Maine, during its occupation by the British in 1812-14. Since then its endowments have been greatly increased by the liberality of *Mr. George Munro* (of New York), *Mr. Alexander McLeod*, *Sir William Young*, and other generous Nova Scotians. The present charter of the University, which is undenominational, dates from 1863, with subsequent modifications. The President is *Dr. John Forrest*. The original building of the college stood on the site of the City Hall (see p. 79).

The University includes faculties of arts, law, medicine, and science, and is attended by about 300 regular and special students. It is well

appointed in every way and possesses excellent laboratories and a good law library. The **Collection of Nova Scotia Birds*, including a specimen of the rare red duck (*Fulizula Labradora*), is of great interest. The valuable *Akins Collection* of books and pamphlets relating to the E. Provinces of British North America has been temporarily deposited in Dalhousie College.

Gottingen Street (Pl. D, 3, 2, 1) leads towards the N. from Citadel Hill. Immediately to the right is the *Military Hospital* (Pl. D, 3), with the *Garrison Chapel* (Pl. E, 3; service with military band on Sun. morning) behind it. Farther out are the *Old Ladies' Home* and the *Deaf and Dumb Asylum* (Pl. D, 2; r.). Still farther on, to the right, in pleasant grounds, lies *Admiralty House* (Pl. D, 1), the residence of the Vice-Admiral in command of the station. Just beyond this, on the same side, is the entrance to the large *Wellington Barracks* (Pl. D, E, 1), which have accommodation for about 1200 men (comp. p. 78). About $\frac{1}{4}$ M. farther on is a hill crowned by the small *Fort Needham*.

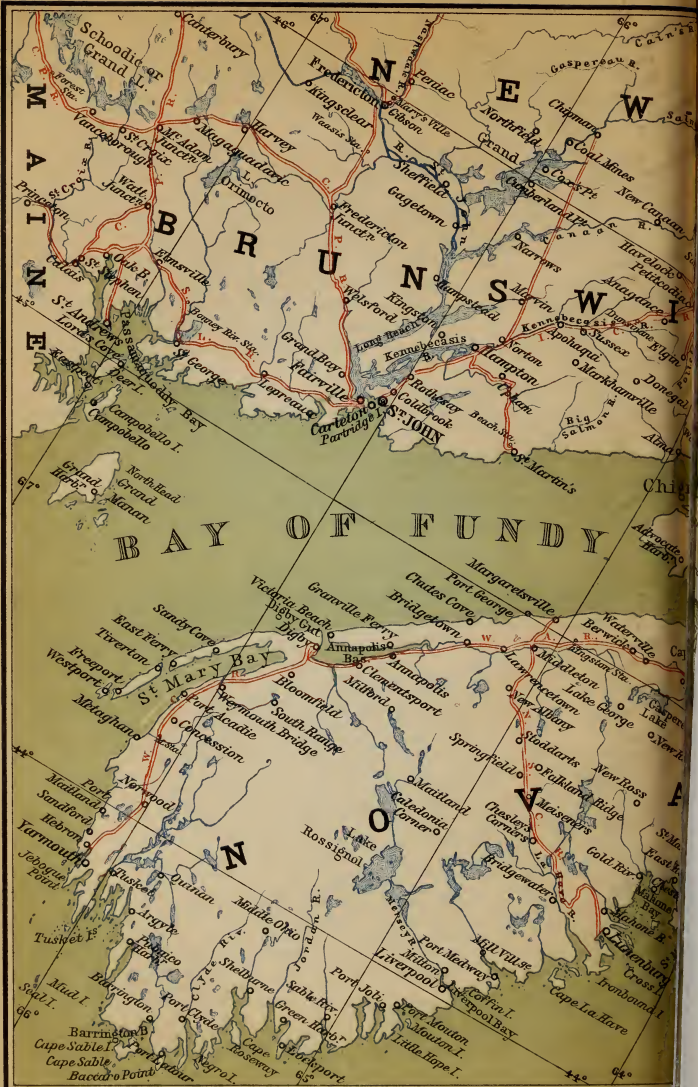
We may vary our route in returning from this point by following *North Street* and *Brunswick Street* (Pl. E, 2, 3). The latter contains the *Old Dutch Church* (l.), a tiny edifice erected in 1755 for the use of the German Lutheran immigrants (p. 76). Nearer the centre of the town are *St. John's Presbyterian Church*, *St. George's Church* or the *Round Church* (Pl. E, 2; r.), *St. Patrick's Roman Catholic Church* (Pl. E, 2; l.), and the *Universalist and Methodist Churches* (Pl. E, 3; r.).

Environs of Halifax.

One of the favourite drives from Halifax is that along *Bedford Basin* (p. 74) to (8 M.) *Bedford* (p. 74). To the right, just beyond *Rockingham* (p. 74), we pass (5 M.) the site of the *Prince's Lodge*, the residence of the Duke of Kent (p. 77), of which nothing now remains except a few traces of the foundations and the band-rotunda. — Another drive leads to the *Dutch Village* and the (3 M.) *Dingle*, at the head of the N.W. Arm. About 3 M. beyond the Dingle, on the road to *St. Margaret's Bay*, is the *Rocking Stone*, a huge mass of granite weighing 160 tons, which can be easily moved by a small wooden lever. — The *Chain Lakes*, the source of the water-supply of Halifax, lie 3 M. to the S.W.

Dartmouth (Acadian Ho.), a town with 6249 inhab., on the E. side of Halifax Harbour, is reached from Halifax by ferry-steamers plying every $\frac{1}{4}$ hr. (fare 4 c.; wharf at the foot of George St., Pl. E, 4). (It was formerly also reached by railway, but the bridge across the Narrows collapsed in July, 1893.) It possesses a large sugar-refinery, rope-walks, a marine railway, and a skate-factory. About $1\frac{1}{2}$ M. from the town, on a height overlooking the harbour, is the large *Mt. Hope Lunatic Asylum*. Below Dartmouth lies *Fort Clarence*, commanding the entrance to the *Eastern Passage*, a narrow channel with numerous shoals, supposed to be impassable for large vessels until the Confederate steamer 'Tallahassee' proved the contrary by making her escape through it in 1862. A pleasant drive may be enjoyed among the lakes to the N. of Dartmouth, a favourite skating-resort in winter. About 4 M. to the N. of Dartmouth are the *Montagu Gold Mines*. — *Cow Bay*, 7 M. to the S.E. of Dartmouth, has a fine beach and is resorted to for sea-bathing (good surf).

Small steamers ply frequently to *Macnab's Island* (p. 80), a favourite picnic resort, with a sandy beach, a lighthouse, a fort, and a rifle-range. — From Macnab's Island the steamers go on up the **North West Arm* (Pl. A, 2-7), formerly called the *Sandwich River*, a charming sheet of water, about





Scale Miles

1 : 2,200,000

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 Kilometres



3½ M. long and ⅓ M. wide. On its N.E. shore lie many of the most attractive summer-residences of Halifax. At its head lies *Melville Island*, with the military prison, in which American prisoners-of-war were confined in 1812. The Arm is a favourite boating-resort and also affords some fishing.

From *Halifax* to *Bridgewater* and *Yarmouth*, see R. 15; to *Windsor*, *Annapolis*, and *St. John*, see R. 20; to *Cape Breton*, by railway and steamer, see R. 16; to *Pictou* (and *Prince Edward Island*), see R. 17; to *Boston* by steamer, see R. 4c.

15. From Halifax to Bridgewater and Yarmouth.

A steamer of the *Yarmouth Steamship Co.* plies weekly to *Yarmouth* (fare \$3), calling at various intermediate points; a steamer of the *Coastal Steam Packet Co.* plies twice weekly to *Bridgewater* (\$2); and a steamer of the *Lunenburg & Halifax S.S. Co.* runs twice weekly to *Lunenburg* (\$2). The above fares do not include meals.

The E. coast of Nova Scotia, which these steamers skirt, is indented by numerous bays and inlets and fringed with thousands of rocks and islets.

Halifax, see R. 14. The steamer descends the harbour, passing *George's Island* (p. 80) and *Macnab's Island* (p. 80). At *Herring Cove* (r.) is a cairn commemorating *George Brown*, the oarsman, a native of the place. We then round *Chebucto Head* and *Cape Sambre*, and steer towards the W. Numerous shipwrecks have occurred here. To the right, farther on, opens the wide *St. Margaret's Bay*. Straight ahead of us is the large *Mahone Bay*, with the towns of *Chester* (see below) and *Mahone Bay*, at which some of the smaller steamers call.

Chester (*Lovett Ho.*, \$1), also reached daily from Halifax by coach (45 M., in 6-7 hrs.), is prettily situated on a hill overlooking Mahone Bay, and is a favourite Nova Scotian summer-resort on account of its scenery, boating, bathing, and fishing (sea and fresh water). The village was founded by New Englanders in 1760 and now contains about 1000 inhabitants. *Mt. Aspotogan* (500 ft.) is a fine view-point.

The course of the Lunenburg boat is laid for *Cross Island Light*, to the S. of Mahone Bay, passing which (left) we enter *Lunenburg Bay*.

45 M. *Lunenburg* (*King's Hotel*, \$2), a thriving little seaport, with 4044 inhab., settled in 1753 by German immigrants (comp. p. 76) and still largely retaining its German character. It has a good harbour, ship-building yards, and a large fishing-fleet, and exports large quantities of fish. — On the S. side Lunenburg Bay is bounded by the *Ovens Peninsula*, so called from the curious caverns which penetrate the cliff for hundreds of feet. A considerable quantity of gold was formerly found on this peninsula, but little mining is now done. — Railway from Lunenburg to *Middleton*, see p. 121.

The Bridgewater steamer now rounds *Ovens Head*, steers between *Rose Head* (r.) and *Cross Island*, passes *Point Enragé*, and runs between *Calf Point* (r.) and *Ironbound Island* (l.), with its lighthouse. It then ascends the long narrow estuary of the *La Have River* to —

67 M. **Bridgewater** (*Fairview*, \$1.50), a busy little port of 1500 inhab., with a lumber-trade and various manufactures. It contains the headquarters of the *Nova Scotia Central Railway* (see p. 121). Coaches run hence to (28 M.) *Liverpool* (see below). Good trout-fishing is to be had in the neighbourhood.

Rounding *Cape La Have*, on an island off the mouth of the river, the steamer steers to the S.W., passing the mouth of *Port Medway*. Farther on, *Coffin Island*, with its lighthouse, marks the entrance to *Liverpool Bay*, near the head of which, on the river *Mersey*, lies —

105 M. **Liverpool** (*Grove Mansion*, \$1.50), a small seaport, with 2465 inhab., a trade in lumber and fish, ship-building yards, and several manufactories.

The inland portion of the E. half of the peninsula of Nova Scotia is thickly studded with lakes, the largest of which is *Lake Rossignol* (12 M. by 8 M.), about 20 M. from Liverpool. These lakes, with their connecting streams, afford excellent fishing, and are easily explored, with competent guides, in canoes or flat-bottomed boats. They may also be approached from Annapolis (p. 121) or from some of the intermediate stations on the Nova Scotia Central Railway (comp. p. 121).

The next bay of any size beyond Liverpool Bay is *Port Mouton*, visited by De Monts in 1604 and named to commemorate the loss of one of his scanty supply of sheep. Farther on are *Little Hope Island* (revolving red light), *Port Joli*, *Lockport* (a fishing-centre), *Carter's Island* (red light), and *Gull Rock Ledge* (white light). We then cross the wide estuaries of *Green Harbour* and *Jordan River*, pass *Bony's Point* and *Government Point*, and begin to ascend the sheltered *Shelburne Harbour*, leaving *McNutt's Island*, with its two fixed white lights, to the left.

145 M. **Shelburne** (*Atlantic Ho.*, \$2), a small fishing and ship-building port, with 1200 inhab., lies at the head of a safe and beautiful harbour. About 1785 its population rose to 12,000, through the immigration of United Empire Loyalists, and for a brief space it seemed as if Shelburne were going to leave Halifax far in the rear. Coaches run hence to (39 M.) *Liverpool* (see above), *Barrington* (23 M.; see below), and (70 M.) *Yarmouth* (p. 123).

In leaving Shelburne Harbour the steamer rounds *Cape Roseway*, the S. extremity of McNutt's Island. Farther on we pass *Negro Island* (red and white flashing light), off the mouth of the *Clyde*; *Blanche Island*; and *Port Latour*, with some relics of the fort of the *Sieur de la Tour*. Beyond *Baccaro Point* (red light) we turn to the right and ascend *Barrington Bay*. To the left lies the sandy *Cape Sable Island*, supposed by some to be the 'Markland' on which Leif Ericson landed in 994. The Acadian settlement which afterwards occupied the island was broken up in 1758, and about 25 years later was replaced by New England Loyalists. *Cape Sable* itself, the scene of many shipwrecks, is an islet to the S. of the larger island.

173 M. **Barrington** (*Barrington Ho.*), at the head of the bay, has 1500 inhab. and considerable fisheries. — The steamer leaves

the open sea, and steers towards the N.W. To the left, at some distance, lies *Seal Island*, the 'Elbow of the Bay of Fundy', with its fixed white light. To the N. open *Pubnico* and *Abuptic Harbours*.

We now cross the estuary of the *Tusket River* and thread the singular and beautiful archipelago of the **Tusket Islands*. A little later the steamer passes *Jebogue Point* and enters *Yarmouth Sound*. To the left is *Cape Fourchu*, with its powerful light.

218 M. *Yarmouth*, see p. 123.

16. From Halifax to Sydney. Cape Breton. Bras d'Or Lakes. Louisbourg.

a. By Railway.

277 M. INTERCOLONIAL RAILWAY in 13 hrs. (fare \$6.10; parlour-car \$1). Passengers for *Pictou* and *Prince Edward Island* (R. 17) diverge at *Stellarton* (see below). The trains connect at *Mulgrave* (p. 87) with the steamers running to Sydney through the Bras d'Or Lakes, and travellers are strongly recommended to make this part of the trip by water, either in going or returning (comp. p. 88). — The meals provided at *Grand Narrows* (p. 88) are good, but the resources of the buffet-car are preferable to those of the other railway eating-houses.

From Halifax to (62 M.) *Truro*, see R. 13. The Cape Breton branch here diverges to the right (N.E.) from the main line and ascends the valley of the *Salmon River*, which flows to the left between picturesque banks of red sandstone. Beyond (75 M.) *Riversdale* we quit the river. 90 M. *Glengarry*; 97 M. *Hopewell* (*Hopewell Hotel*), with a small spool-factory and a woollen mill. A little farther on we reach the *East River* (right), which we follow to (103 M.) *Stellarton*, a prosperous mining village with about 3000 inhab., depending mainly on the *Albion Coal Mines*, the production of which averages 80,000 tons per annum. It is the junction of the branch to *Pictou* (see below).

FROM STELLARTON TO PICTOU, 14 M., railway in $\frac{3}{4}$ hrs. (fare 42c.). — This line runs at first towards the W., passing (3 M.) *Westville* (*Dufferin*), with its coal-mines, and near (8 M.) *Sylvester* crosses the *Middle River*, affording a distant view of Pictou to the right. It then turns to the right (N.), skirting the Middle River, crosses *Pictou Harbour* by a long bridge (*View), and reaches —

14 M. *Pictou* (*New Revere Ho.*, \$1 $\frac{1}{2}$; *U. S. Consul*), a picturesquely situated little town of 2998 inhab., with a large trade in coal and several manufactories. Of late years, however, it has been rather at a standstill, having been supplanted to some extent by New Glasgow (p. 86). Its excellent harbour opens above the town into three arms, receiving the waters of the *East*, *Middle*, and *West Rivers* (comp. p. 86, and above). Immediately opposite lie the coal-wharves of *Pictou Landing* (p. 86). The principal building of the town is the *Pictou Academy*, founded in 1848 on the model of Edinburgh University and now attended by 160 students. It stands near the highest part of the town and commands a fine view. Among the graduates are Sir William Dawson (p. 27) and Principal Grant (p. 184). Pictou, which occupies the site of an ancient Indian village, was settled in 1763 by a colony of Philadelphians, but made no great progress till 10 years later, when the first of several bands of Scottish Highlanders arrived. It is one of the chief centres of the legends of the Micmac demigod *Glooscap* (comp. p. 120). — The *Pictou Coal Field* covers an area of about

35 sq. M. and is noted for the unusual development of some of its beds. The 16 seams known vary in thickness from 3 ft. to 34 ft.

Steamers from Pictou to *Charlottetown*, P. E. I., see R. 17. — Steamers also ply from Pictou to the *Magdalen Islands* (p. 98), calling at *Georgetown* (p. 98) and *Souris* (p. 98), and to *Cheticamp*, in Cape Breton, calling off *Port Hood*, *Mabou Mouth*, *Margaree* (p. 91), and *Pleasant Bay*. — In winter the iron steamer 'Stanley' plies from Pictou to *Georgetown* (comp. p. 95).

105 M. New Glasgow (30 ft.; *Norfolk, Windsor, Vendome*, \$1 $\frac{1}{2}$ -2, all unpretending; railway-meals at the last 50 c., but see p. 85), a new and thriving little town of 4100 inhab., on the *East River*, with coal-mines, iron and steel works, ship-building yards, glass-works, and various other substantial indications of a prosperous future. Iron, coal, and lime all occur in the district in convenient proximity. A short railway, mainly for shipping coal, runs from New Glasgow to (8 M.) *Pictou Landing* (p. 85).

About 2 M. from New Glasgow (station on the railway to Pictou Landing) are the interesting works of the *Nova Scotia Steel and Forge Co.*, the only steel-works in Canada, with open-hearth converters, fine rolling-mills, large steam-hammers, etc. Including those in its iron-works, coal-mines, and glass-works, the company employs about 1400 men. In 1893 the first steel steamer of Nova Scotia was constructed and equipped at New Glasgow, these works supplying her shaft and other castings. — Among the coal-mines of the neighbourhood may be mentioned the *Drummond Pit*, near Westville, which is 4200 ft. deep, employs 500 men, and produced 240,000 tons of coal in 1893. Its winding-engine (500 horse-power) will interest experts. — The rusty line running to the *Albion Mines* (p. 85) is the oldest railway in America. — An excellent *View of the town and district, extending to Prince Edward Island, is obtained from *Fraser's Mt.*, the top of which is about 1 $\frac{1}{2}$ M. from the town by road. — A small steamer plies down the *East River* (which is tidal to a point some distance above New Glasgow) to (10 M.) *Pictou* (p. 85), affording a very pleasant trip.

Beyond New Glasgow we traverse a somewhat uninteresting district. We cross the *Sutherland River* and the *French River* before reaching (118 M.) *Merigomish*, where we have a view to the left of *Merigomish Harbour*. The line then ascends to the top of a ridge, affording a view of *Piedmont Valley* (left), with retrospects (also to the left) of *Northumberland Strait*. Beyond the highest point (420 ft.), near (127 M.) *Avondale*, we descend rapidly to (129 M.) *Barney's River*, (133 M.) *Marshy Hope*, and (141 M.) *Brierley's Brook*. A little farther on we come in sight (r.) of the attractive little town of (146 M.) **Antigonish** (accent on the last syllable; *Central Ho.*, *Cunningham Ho.*, \$1 $\frac{1}{2}$ -2), with the large and handsome Roman Catholic *Cathedral of St. Ninian*, the *College of St. Francis Xavier*, and an *Academy for Girls*. The town lies at the head of a picturesque but not very useful little harbour and contains about 2500 inhab., mostly of Highland blood, many of whom speak Gaelic only. It carries on a trade with Newfoundland and is the distributing centre of a fine farming and dairy district. Many pleasant drives and walks may be taken in the neighbourhood.

The *Antigonish Mts.*, in the *Arisaig Peninsula*, to the N.W. of Antigonish, reach a height of 1000 ft. and afford good views. The coast-village of *Arisaig*, with its long wooden pier, is a genuinely Highland colony. *Cape St. George*, forming the extremity of the peninsula, bears a powerful

lighthouse. — About 5 M. to the S.W. of Antigonish is *Gaspereau Lake*. — Coaches run from Antigonish, viâ *College Lake* and *Lochaber*, to (35 M.) *Sherbrooke* (Sherbrooke Ho.), at the mouth of the *St. Mary's River*, 12 M. from the Atlantic Ocean and the headquarters for a fine fishing-district. A little gold-mining is also carried on near Sherbrooke.

To the left, as we leave Antigonish, rises the *Sugar Loaf* (750 ft.), a fine point of view; another hill on the same side is crowned with the residence of *Mr. C. C. Gregory*. We cross the *West River* and skirt the harbour. 156 M. *Pomquet*, with its harbour (1.). From (158 M.) *Heatherton* a coach runs to (20 M.) *Guysborough*, a fishing-town near the head of *Chedabucto Bay*. Beyond (162 M.) *Afton* we have views of the blue *St. George's Bay*, to the left. 166 M. *Tracadie*, an Acadian settlement with a small harbour, contains a Trappist monastery and a convent of Sisters of Charity. 175 M. *Harbor au Bouché*, another Acadian settlement. We come in sight of the *Gut of Canso* (see p. 89; left) near (179 M.) *Cape Porcupine*. We skirt the strait for a few miles, with views of *Port Hastings* and *Hawkesbury* on its opposite side, and reach —

185 M. **Mulgrave** or *Port Mulgrave (Seaside Hotel)*, a small port on the Gut of Canso, with about 1000 inhab. and some fishing-boats. Good bathing and fair fishing may be had in the vicinity. After stopping at the station the train backs down to the wharf, where lie two steamers: — the one a ferry-boat conveying railway-passengers across the Strait of Canso, while the other runs through the Bras d'Or Lakes to Sydney (see R. 16 b). In the meantime, we embark on the former boat and after a pleasant run of about 10 min. land at the pier of (186 M.) *Point Tupper* and reach **Cape Breton**.

The island of **Cape Breton**, forming the N.E. part of the province of Nova Scotia (comp. p. 76), is about 100 M. long and 80 M. wide and in 1891 contained 84,854 inhab., nearly all of Scottish Highland descent, except about 15,000 French Acadians in or near Isle Madame and on the N.W. coast. There are also about 600 Micmac Indians (p. 66). The entire centre of Cape Breton is occupied by a land-locked and almost tideless arm of the sea known as the *Bras d'Or Lakes* (see p. 90), which opens to the N.E. by two narrow passages. Indeed, since the narrow isthmus of St. Peter's has been pierced by a canal, Cape Breton may be said to consist of two islands. The main occupations of the inhabitants are farming, fishing, and coal-mining (comp. p. 93). Large deposits of gypsum have also been found, and copper is mined near Sydney. The fisheries employ about 10,000 men and have an annual catch valued at \$1,500,000. The chief attractions of Cape Breton to the tourist are its delightful summer climate and the scenery of the Bras d'Or Lakes, which, while not especially striking or grand, has a charm of its own that will hardly fail to make itself felt. Many will find an additional attraction in the site of the fortress of *Louisbourg* (p. 93), the scene of such desperate struggles for the mastery of the New World. Better hotels are much wanted throughout the island.

The name of the island is taken from that of its E. cape (p. 93), which was probably so called in honour of its Breton discoverers, though some attribute the discovery to the Basque fishermen and find the real protonym in a Cape Breton on the S.W. coast of France, near Bayonne. However that may be, the name, which is probably the oldest French name in American geography, seems to have been affixed to the cape early in the 16th cent., while there is no record of the date of its extension to the island. Cape Breton was included in a general way in the 'Acadia' of French Canada, but, save in connection with settlements made by *Nicholas*

Denys, Sieur de Fronsac (see p. 90), its name scarcely appears in the history of the 17th century. The peace of Utrecht (1713), however, called it into new importance. A few Acadians, from the parts of New France that had been ceded to England, took refuge in Cape Breton, which the French renamed *Isle Royale*, while the former Governor of Newfoundland transferred his headquarters to the fine harbour where was soon commenced the powerful fortress of Louisbourg (see p. 93). On the final conquest of Canada by the British, Cape Breton was annexed to Nova Scotia, but from 1784 to 1820 it formed a separate province, with Sydney (p. 92) as its capital.

All students should consult the scholarly 'Historical and Descriptive Account of the Island of Cape Breton', by *J. G. Bourinot*, reprinted from the transactions of the Royal Society of Canada for 1891 (Montreal; W. F. Brown & Co.; 1892), which includes an admirable bibliography.

Leaving the wharf at Point Tupper (see p. 87), the train passes (187 M.) *Hawkesbury* (American House), a village with a good harbour, and runs to the N. through a somewhat featureless district. Numerous small ponds are passed, some of which are 50-100 ft. deep; and here and there are the birch-lodges of Micmac Indians (p. 66). We cross *McDonald's Gulch*, near (200 M.) *West Bay Road*, by a steel trestle 90 ft. high and 940 ft. long. Beyond (201 M.) *River Denys* we reach the bank of the **Great Bras d'Or Lake** (see p. 90), of which we have good views to the right. — From (215 M.) *Orange-dale* a railway, mainly intended for the transport of coal, is projected to (35 M.) *Broad Cove*, on the W. coast, between Cape Mabou and Margaree. This line will pass near *Lake Ainslie* (p. 91). — At (231 M.) *Iona* we reach the narrow *Barra Strait*, connecting the Great and the Little Bras d'Or, and cross it by a fine iron bridge to (232 M.) *Grand Narrows*, with the plain but comfortable little **Grand Narrows Hotel* (\$2), at present the best in Cape Breton, where the trains stop for meals (50 c.). Good boating, bathing, and fishing may be obtained here.

Beyond Grand Narrows the train hugs the **Little Bras d'Or Lake** (see p. 90) for about 30 M. (views to left). At (260 M.) *George's River* we cross the stream of that name and ascend on its right bank, leaving the lake. At (264 M.) *North Sydney Junction* we reach the head of the N. arm of *Sydney Harbour*, and, under present arrangements, run first to (266 M.) the station for *North Sydney* ($\frac{3}{4}$ M. from the town; see p. 92), then return to the junction and run round to (267 M.) *Leitch's Creek* and (277 M.) **Sydney** (see p. 92).

b. By Steamer.

Steamers of the *Northern Atlantic Co.* run weekly from Halifax through the *Gut of Canso* to *Charlottetown*, P.E.I. (comp. p. 95), calling on the way at *Port Hawkesbury*, which they reach in about 18 hrs. Only one of them, however, is of British register and so available for carrying passengers between Canadian ports. At Port Hawkesbury they connect with the Cape Breton Railway (see R. 16a) and, by ferry to Mulgrave, with the steamer of the *Bras d'Or Navigation Co.* for *Sydney*. The latter starts twice weekly about 3.30 p.m., on the arrival of the train at Mulgrave, and runs viâ *St. Peter's Canal* and the *Bras d'Or Lakes*, stopping at *Baddeck* (p. 91) overnight and reaching Sydney about 8 a.m. on the following day (fare \$3; through-fare from Halifax by railway and boat \$7.50). On the return voyage

the steamer leaves Sydney about noon, stops for the night at St. Peter's Canal, and reaches Mulgrave in time to connect with the express to Halifax. — Another steamer of the same company plies between Port Mulgrave and St. Peter's Canal, while yet another steamer runs twice weekly from Mulgrave to *Arichat* (p. 90) and *Canso* (see below), twice weekly to *Guysboro* (p. 87), and twice weekly to *Port Hood* (connecting by coach with *Mabou*, *Margaree*, and *Cheticamp*). — The *St. Pierre* and *Miquelon Steamers* (see R. 19) run through the Bras d'Or Lakes, calling at *Baddeck* and *Sydney*.

The above were the arrangements for the summer of 1893, but are liable to alteration. The traveller is, therefore, advised to consult the Halifax daily papers or apply at the offices of the steamboat companies for the latest information.

The voyage from Halifax to *Port Hawkesbury* is hardly recommended except to those who are specially fond of the sea; but no one should fail to make the trip between Mulgrave and Sydney through the quiet waters of the Bras d'Or Lakes, one way at least.

For a general description of **Cape Breton**, see p. 87.

Leaving Halifax Harbour, the steamer rounds *Hartland Point*, passes the entrances of *Cow Bay* (p. 82) and *Cole Harbour*, and runs to the E., along the coast. Like that to the W. of Halifax (R. 15) this shore is frayed by innumerable small inlets and lined with myriads of islands; but few points on it come within the purview of the ordinary tourist. Our steamer passes most of it at night and makes no stops before reaching the Strait of Canso. Beyond *Cape Canso*, the easternmost point of Nova Scotia proper, we turn to the W. and cross the broad waters of **Chedabucto Bay**. The small seaport of *Canso*, at the point, has about 1500 inhab. and is the W. terminus of some of the Atlantic cables. To the N., as we cross the bay, is the island of *Arichat* (p. 90). Beyond *Cape Argos* and *Eddy Point* (both to the left) we enter the **Gut or Strait of Canso or Canseau**, a narrow but deep channel, 15 M. long and about 1 M. wide, separating peninsular Nova Scotia from the island of *Cape Breton* (p. 87). It is much used by sailing-vessels, which thereby avoid the long and sometimes dangerous voyage round the E. extremity of the province. The banks of the channel, which was 'excavated by the currents of the drift period', are hilly, covered with trees, and dotted with villages. To the left, 5 M. below Mulgrave, is the site of *Terminal City*, where an American syndicate has blocked out a large city, intended—some day—to be the terminus of a line of swift steamers to Europe (comp. p. 68).

Beyond Port Hawkesbury (p. 88), on the E. side of the strait, the steamer goes on through *St. George's Bay* and *Northumberland Strait* to *Charlottetown* (p. 96). Passengers bound for Cape Breton by water, however, leave the steamer at *Port Hawkesbury* (p. 88), cross the Strait of Canso to *Mulgrave* (p. 87), and there join the steamer of the Bras d'Or Navigation Co. This boat retraces part of the route we have just traversed, but, instead of crossing Chedabucto Bay, steers to the left, and threads the narrow *Lennox Passage*, between Cape Breton on the left and the islands of *Janvrin* and *Arichat* to the right. The steamer generally calls at *Grandigue*, to land passengers for Arichat.

The island of **Arichat** or *Isle Madame*, 15 M. long and 5 M. wide, contains about 2500 inhab., mainly Acadians. The chief place is the little fishing-town of *Arichat* (Sea View Ho.; 1000 inhab.), on the S. side of the island. The island is frequented by a few summer-visitors in search of good boating and fishing.

Leaving Lennox Passage, the steamer ascends *St. Peter's Bay*, which is separated from *St. Peter's Inlet*, part of the Great Bras d'Or Lake, only by a small isthmus about $1\frac{1}{2}$ M. across. Through this has been cut a short canal, 26 ft. wide and 13 ft. deep, which has practically divided Cape Breton into two large islands (comp. p. 87). Adjoining the canal is the small village of *St. Peter's (Inns)*, founded originally by the French in 1636 but now occupied by Scottish Highlanders. Travellers going towards Halifax generally pass the night here on board the steamer (see p. 88).

A steamer runs hence to *East Bay* (see below) twice a week in summer.

At the mouth of the narrow *St. Peter's Inlet* are a number of islands, on the largest of which (seen at some distance to the right) is a Roman Catholic chapel. Here, on *St. Anne's Day* (July 28th), the Micmacs (p. 66) of Cape Breton hold a grand festival, attended by various singular celebrations, which it will repay the curious visitor to attend.

The **Great Bras d'Or Lake**, which we now traverse, has an extreme length, from the head of *West Bay* to the head of *East Bay*, of about 45 M., and an extreme width of about 20 M. Its depth varies from 90 ft. to 350 ft. The name is said to be, not French, but a corrupt form of an Indian or Spanish word (possibly from the same root as Labrador, see p. 113), sometimes locally pronounced 'Bradoore'. It is surrounded by agreeably diversified and wooded hills (5-600 ft. high), and Charles Dudley Warner describes it as more beautiful than he had imagined a salt-water lake could be. The combination of its sheltered inland position with the ozone of its salt-laden breezes makes the summer climate very delightful.

The course of the steamer lies almost due N. across the lake. To the left (S. W.) opens the *West Bay*, with its numerous islands. To the right (N. E.) is the long *East Bay*, with the Micmac village of *Escasoni* near its head. To the W. (l.), beyond the *West Bay*, are *Malagawatch Harbour* and the estuary of the *Denys River* (comp. p. 88), the latter named for its discoverer Nicholas Denys, *Sieur de Fronsac*, who was afterwards appointed Governor of Cape Breton (1654). The only stop made by the steamer on the Great Bras d'Or is at the *Grand Narrows* (see p. 88), just before leaving it. It then passes through the 'draw' of the fine seven-spanned railway-bridge (p. 88) and enters the —

Little Bras d'Or Lake, the body of which, excluding the long narrow arms connected with it, is about 10 M. long and 5-6 M. wide. Its greatest depth is nearly 700 ft. Its attractions are similar to those of the Great Bras d'Or, but the smaller scale makes them even more fascinating. It 'offers many a charming vista of

cliff where the gypsum mingles its white with the dark green of the overhanging spruce, and where the land rises into lofty hills, with their slopes dotted by cottages on little patches of meadow' (*Bourinot*). The steamer continues its northward course, crosses the mouth of *St. Patrick's Channel* (1.; see below), and calls at —

Baddeck (*Telegraph Ho., Bras d'Or Ho.*, both unpretending, \$1½-2), a village with about 900 Highland inhab., situated on rising ground at the mouth of a pretty little bay. The name, accented on the second syllable, is a corruption of the French form *Beddeque*, from an Indian word *Ebēděk*. The fame of this little village was made by Charles Dudley Warner in his amusing booklet 'Baddeck; and that Sort of Thing', and it is now frequented by quite a number of summer-visitors, in spite of whom it retains much of its native unsophistication. *George Kennan*, the Siberian traveller, has a cottage here; and *A. G. Bell* (of the 'Bell Telephone') has built himself a beautiful summer-home on *Red Point*, immediately opposite the village, the red roof of which is conspicuous to the right as we approach the wharf. Many pleasant walks and drives may be taken from Baddeck, and the facilities for boating trips are unexcelled. Fair fishing for brook-trout, sea-trout, and salmon is within reach. As at present arranged, the steamer reaches Baddeck at 10 p.m. and leaves about 5 a.m., so that there is scarcely opportunity to land, except for those who mean to wait for the steamer's return.

One of the pleasantest drives is that round the head of *Baddeck Bay* to (7 M.) *Mr. Bell's House* (see above). On the outskirts of the village we pass *Mr. Kennan's House* (1.). — Another pleasant round of about 10 M. may be made through *Baddeck River Valley* (falls). — A visit should also be made to **St. Anne's Bay*, which lies about 10 M. to the N. of Baddeck and has been highly praised by Mr. C. D. Warner. — A splendid drive of about 20 M. leads to *Whycócomagh*, which is, perhaps, better reached by steamer (see below). About 6 M. to the N. of Whycócomagh is *Lake Ainslie*, the source of the *Margaree*. — Another picturesque road (carr.; 25 M.) leads to the *Margaree River*, famous for its trout and salmon fishing. *Margaree Harbour*, at its mouth, is one of the fishing-stations of the great Jersey firm, Robin & Co. (comp. p. 67). — About 12 M. above Baddeck is a *Micmac Reservation*; and in summer there are generally a few lodges of these Indians close to the village, where their peculiarities may be studied and their baskets and bead-work purchased. — The indefatigable traveller may also reach *Mabou* and *Port Hood* from Baddeck by a stage-drive of 9-10 hrs. (50 M.).

A small steamer makes daily trips from Baddeck to the *Grand Narrows* (p. 88) and back, connecting with the express-trains in both directions. — Steamer excursions are also made up the beautiful *St. Patrick's Channel* and *Whycócomagh Bay* to (20 M.) *Whycócomagh (Inn)*, a small village near the foot of the double-peaked *Salt Hill* (720 ft.). Opposite rises *Indian Head* (930 ft.). — A steamer also plies twice weekly in summer viâ *Grand Narrows* to *East Bay* (p. 90), calling at *Irish Cove* and *Big Pond*.

Leaving Baddeck Harbour, the steamer rounds *Red Point* (with Mr. Bell's house) and steers to the N. E. through the channel known as the *Great Bras d'Or*, which is about 22 M. long and about 1 M. wide. To the right lies *Boularderie Island*, 28 M. long and 2-3 M. broad, on the other side of which is the *Little Bras d'Or* or

St. Andrew's Channel, which is 25 M. long and throughout a great part of its length 3 M. wide, the epithet 'little' apparently applying only to its narrow and tide-swept outlet on the Atlantic. The hills on the *Peninsula of Ste. Anne*, to the left of the Great Bras d'Or, attain a height of about 1000 ft. The steamer issues from the channel and reaches the Atlantic Ocean between *Cape Dauphin* on the left and *Table Head* on the right. To the N. lie the *Ciboux Islands*. We now have about 20 M. of open ocean, rounding *Point Aconi*, the N. extremity of Boularderie Island, before entering the mouth of *Sydney Harbour*, which we reach beyond *Cranberry Point*. As we ascend the harbour we see coal-mines on both sides of us. *North Sydney* (see below) lies to the right, up the N.W. arm. We, however, keep to the left and ascend the S. arm to *Sydney*.

Sydney. — **Hotels.** *Sydney Hotel*, to be ready in 1894; *McKenzie Ho.*, perhaps the least bad of the present hotels, \$1½-2; boarding-houses of *Mrs. King*, near the railway-station, and *Miss Hearn*, on the shore, well spoken of. — *French Vice-Consul*; *German Consul*. — French gold and silver coins are sometimes met with in Sydney (comp. p. xiii).

Sydney, a small seaport with 2426 inhab., is finely situated on the S. W. arm of one of the best harbours on the Atlantic coast, which, however, is ice-bound for several months each year. Its chief trade is in coal, large quantities of which are produced in the district, but it also carries on a considerable general trade. From 1784 to 1820 Sydney was capital of the separate province of Cape Breton (comp. p. 76). It is one of the chief resorts of the French North Atlantic Squadron, and there is generally a French man-of-war in the harbour in summer. Near the water's edge is the large white *Bourinot Mansion*, long the home of Senator Bourinot, French Vice-Consul, and containing numerous interesting mementoes of Sydney's intercourse with the French navy. The town is poorly built and presents few attractions to the visitor, unless he is specially interested in coal-mines. It is, however, the starting-point for a visit to *Louisbourg* (see p. 93). At the end of the peninsula are some earthworks and the remains of the barracks of the garrison formerly maintained here.

From Sydney a steam-ferry plies across the harbour four times daily to (5 M.) *North Sydney* (2513 inhab.; no good inns), another coal-shipping port.

Sydney Harbour was originally named *Spanish Bay*, and has been known to British navigators since the 16th century. Le Moyne d'Iberville, founder of Louisiana, sailed hence in 1692 on his expedition to the Bay of Fundy and the coast of Maine. Adm. Walker took refuge here after his pusillanimous withdrawal from the expedition against Quebec in 1711 (p. 39) and asserted the British claim to Cape Breton by erecting a wooden cross, with an inscription, on the shore. A naval contest off the mouth of the harbour in 1781 resulted in the defeat of four small British vessels by two French frigates. The town of Sydney was founded in 1784.

One of the pleasantest *Drives* from Sydney is that along the low cliffs overhanging the harbour to (12 M.) *Victoria Mines* (p. 93) and *Low Point Lighthouse*. Another may be taken along the S.W. Arm. Short steamer-rips can be made to the *Little Bras d'Or*, *St. Anne*, etc. (pp. 90, 91).

The Sydney Coal Fields cover an area of about 300 sq. M., beside which the deposits are known to extend for a long distance under the sea. The coal, the first cargo of which is said to have been shipped to Martinique in 1735 and which has been more or less regularly worked since 1784, is of an excellent bituminous quality, and is readily sold at a remunerative price. In 1892 the total yield of the Sydney district was about 1,000,000 tons. Nearly 4000 men are employed in the mines. The *Dominion Coal Co.*, a syndicate of Canadian and United States capitalists, with its headquarters in Boston, has recently acquired or holds options over all the working mines in the district. The oldest of these is the coal-pit of the *General Mining Association*, on the N. side of Sydney Harbour, the workings of which extend a long way under the sea, the vessels which enter the harbour passing over them. The pit, which yields 180,000 tons of coal annually, is the deepest in the neighbourhood and will repay a visit. On the S. shore of the harbour are the *Victoria Mines*. The other mines now actually worked by the Dominion Coal Co., all to the S.E. of Sydney, are the *Gardner* (7 M.); the *Old Bridgeport* (11 M.); the *International*, at *Bridgeport* (13 M.); the *Glance Bay* (18 M.); and the *Gowrie*, at *Cow Bay* (22 M.; output 150,000 tons). All of these mines are connected by coal-railways with Sydney, and the Dominion Coal Co. is constructing a line all the way to (37 M.) *Louisbourg* (see below).

Louisbourg.

In the summer of 1893 Louisbourg could not be reached from Sydney except by a drive of 26 M. over a not very good road. The completion of the railway of the *Dominion Coal Co.* (see above) will, however, make it easily accessible. This railway will follow the coast-line pretty closely, passing near *Glance Bay* and *Cow Bay*. Farther on it crosses the *Mira River*, between *Mira Lake*, on the right, and *Mira Bay*, on the left. Beyond this is *Catalogne Lake*. To the S. E. of the last lies *Cape Breton*, from which the island takes its name (see p. 87); and offshore lies the island of *Scatari*, the easternmost part of the Maritime Provinces.

The present village of Louisbourg (*Miss O'Hanley's Inn*, with an interesting collection of relics) lies near the middle of *Louisbourg Harbour*, a safe and deep haven, 2 M. long and $\frac{1}{2}$ M. wide, lying about 6 M. to the S. of Cape Breton. Close by are the remains of the so-called Grand Battery, while the remains of the fortified city of the French era are on the S. W. arm of the bay. Its inhabitants, about 1000 in number, are mainly engaged in the cod-fisheries of the Banks of Newfoundland, but the new railway (see above) will undoubtedly make the place of considerable importance as a coal-shipping port.

History. By the Treaty of Utrecht (1713) France was left in possession of the island of Cape Breton, the importance of which, as the key to Canada, the French determined to emphasise by the construction of a fortress of the first rank. The bay then known as the *Havre-aux-Anglais* was chosen as the site of the new city, and over \$10,000,000 were expended in gigantic fortifications. The population grew rapidly, mainly by the concourse of the French from Newfoundland and the Acadians from Nova Scotia, and Louisbourg soon became a name and place of great significance. It was the American rendezvous of the French navy and the headquarters of a fishing-fleet employing large numbers of men. On the outbreak of the war of 1744 the New England settlements determined to attack this 'Dunkirk of America', a standing menace to their trade and fisheries; and an expedition of 4300 men, under William Pepperrell, a merchant of Kittery, was fitted out in 1745 for the purpose. To the amazement of the world this force of Colonial militia, with the co-operation of the British West Indian Squadron under Commodore Warren, succeeded in capturing the supposed impregnable fortress after a siege of seven weeks — one of the most extraordinary feats in the annals of warfare. Pepperrell was created a baronet for his services. Louisbourg was, however, given back to France by the Treaty of Aix-la-Chapelle (1749). War broke out again in 1756; and in 1758 an army of 11,600 men and a powerful fleet

were sent out from England to operate against the French in Canada. This expedition entered *Gabarus Bay*, to the S. of Louisbourg, where Pepperrell had also landed, in June; and two months later, in spite of all that had been done to strengthen it against such an emergency, the city was surrendered once more, with 5600 prisoners-of-war and a large quantity of naval and military stores. Wolfe commanded one of the divisions of the British army and greatly distinguished himself in the siege. As Halifax had been selected as the British military headquarters for the Acadian provinces, the works of Louisbourg were entirely destroyed and its site deserted.

The ruins of the French city and fortress lie on *Point Rochefort*, on the S. W. side of the harbour. The destruction by man and time has been so complete that comparatively little now remains to outward view.

'Green mounds and embankments of earth enclose the whole space, and beneath the highest of them yawn arches and caverns of ancient masonry. This grassy solitude was once the 'Dunkirk of America'; the vaulted caverns where the sheep find shelter from the rain were casemates where terrified women sought refuge from storms of shot and shell, and the shapeless green mounds were citadel, bastion, rampart, and glacis. Here stood Louisbourg; and not all the efforts of its conquerors, nor all the havoc of succeeding times, have availed to efface it. Men in hundreds toiled for months with lever, spade, and gunpowder in the work of destruction, and for more than a century it has served as a stone quarry; but the remains of its vast defences still tell their tale of human valor and human woe' (*Parkman*).

'If we take a position on the site of the King's bastion, the most prominent point of the ruins, we see to the southwest the waters of the spacious bay of Gabarus. Immediately below us are the remains of the casemates where the women and children found a refuge during the last siege It is quite easy to follow the contour of the fortifications until they come to the old burying-grounds near Rochefort and Black Points, where hundreds of New Englanders and of French and English soldiers found their last resting-place in 1745 and 1758. No tombstone or cairn or cross has been raised; the ground has never been blessed by priest; the names of the dead are all forgotten; Frenchmen, Englishmen, and Colonists, Catholics and Puritans, now sleep in close proximity to each other, regardless of the war of creeds, beneath the green sward' (*Bourinot*).

The British lines in 1758 formed a semicircle round the city on the W.; the *Burying Ground*, above referred to, lies to the E. of the city, near the extreme point. One of the strongest works was on the island in the mouth of the harbour, but it was silenced by Wolfe with a battery, of which the remains may still be seen on *Lighthouse Point*, the N.E. arm of the harbour.

It is much to be desired that the Dominion Government should buy the site of this historic fortress, preserve it as a public park, and erect a monument to both conquerors and conquered.

Visitors to Louisbourg should be familiar with *Parkman's* account of the two sieges, given in 'A Half-Century of Conflict' (chaps. xviii-xx) and 'Montcalm & Wolfe' (chap. xix). See also *Bourinot* (Op. cit., p. 88) and *Kingsford's* 'History of Canada' (vols. iii and iv). Perhaps the fullest account of the second siege is in the *Abbé Casgrain's* 'Lévis et Montcalm' (Quebec; 1892).

17. Prince Edward Island.

APPROACHES. A steamer of the *Prince Edward Island Steam Navigation Co.* leaves *Pictou* (p. 85) every week-day in summer for (50 M.) *Charlottetown*, on the arrival of the morning-train from Halifax (4-5 hrs.; fare \$2; meals 50 c.; comp. p. 86). — Another steamer of the same company leaves *Point du Chêne* every week-day, on the arrival of the morning-train from St. John, for (33 M.) *Summerside* (2-3 hrs.; fare \$1½; comp. p. 71). The 'Northumberland', at present performing the service to Summerside, is an

extremely fine steamer, in every way superior to the Charlottetown boats; and this route, other things being equal, is decidedly preferable. — In winter the specially-built steamer 'Stanley' plies from Pictou to Charlottetown and Georgetown, when the weather allows. When she cannot run, the mails are transferred to the ice-boat service mentioned at p. 71. — Charlottetown may also be reached by steamers of the *Quebec S. S. Co* from Montreal and Quebec or by steamers of the *North Atlantic S. S. Co* from Halifax via the Strait of Canso (comp. p. 88). — Steamers also sail from Pictou to *Georgetown* and *Souris* (comp. p. 86).

On leaving Pictou Harbour (p. 85), the Charlottetown steamer steers to the left (N.W.), passing through the *Caribou Channel*, with *Pictou Island* (4 M. long; lighthouse) at some distance to the right. *Caribou Island*, close to the mainland, on the left, has also a lighthouse. As we approach the other side of *Northumberland Strait*, dividing the mainland from Prince Edward Island, we see *Prim Point*, to the right, a flat promontory, with a lighthouse. This marks the entrance to *Hillsborough Bay*, across which we steer, a little to the W. of N., towards *Charlottetown Harbour*. The bright red beaches of the island, due to the red sandstone which is the predominant factor of its geological structure, contrast strikingly with its green foliage as we near the shore. We enter the harbour by a narrow channel between *Blockhouse Point* on the left and *Sea Trout Point* on the right. The harbour receives the waters of three rivers: — the *Elliott* on the W. (l.), the *York* on the N.W., and the *Hillsborough* on the N.E. (r.). *Charlottetown*, see p. 96. The hotels are within a few minutes' walk of the pier.

From *Point du Chêne* (p. 71), on *Shediac Bay*, the course of the steamer across *Northumberland Strait*, here 12-20 M. wide, is about N.E. The first part of Prince Edward Island to come in sight is *Cape Egmont*, with its low cliffs of red sandstone. *Summerside* (p. 97) lies in the middle of *Bedeque Bay*. To the right, as we approach its harbour, lie *Indian Point* and *Indian Island*.

GENERAL SKETCH. Prince Edward Island, the smallest province of the Dominion of Canada, 150 M. in extreme length, 35 M. in extreme breadth, and 2133 sq. M. in area, lies in the S. part of the Gulf of St. Lawrence and is separated from the mainland by the *Strait of Northumberland*, 9-25 M. wide. The surface is level or slightly undulating and nowhere exceeds 500 ft. in height. The red soil, underlain by red sandstone rock, is fertile, and the island, one half of which is under cultivation, has a fair claim to the title 'Garden of the Gulf'. The natural richness of the soil is reinforced by 'mussel-mud' formed by vast deposits of decomposed shell-fish on the shore. Its scenery is hardly of a nature to repay a veteran traveller, but those who wish a quiet, cool, and inexpensive summer-resort with good boating, bathing, fishing, and (in autumn) shooting, will find many spots on the island to suit them. Prince Edward Island is twice as densely populated as any other province, containing (1891) 109,078 inhab. or 51 to the square mile. About half of these are of Scottish descent, the rest being English, Irish, and Acadian French. There are also a few hundred Micmac Indians. About 45 per cent of the inhabitants are Roman Catholics. The chief occupations are agriculture and fishing; manufactures are unimportant and local in character.

HISTORY. Prince Edward Island is said, on very slight grounds, to have been discovered by Cabot in 1497. It is also said to have been visited by Champlain on St. John's Day, 1603, and to have been called by him *Isle St. Jean*. The Indian name was *Epayguet*, meaning 'anchored on the wave'. The island was included in the French domain of Acadia, but received no permanent European settlers till the cession of Nova Scotia to England (1713), when a few Acadians moved over here. In 1760, when it was formally ceded to the English, it contained over 4000 inhabitants. The island was at first annexed to Nova Scotia, and granted to 100 English and Scottish gentlemen, whose efforts at colonizing were not very efficacious. In 1770 it was made a separate province, but its name was not changed to its present form, assumed in compliment to the Duke of Kent, till 1779. In 1803 the Earl of Selkirk sent over 800 Highland colonists, and

from then till 1850 the immigration was considerable. The province joined the Dominion of Canada in 1873.

Charlottetown (*Queen*, unpretending, but clean and well spoken of, \$1½-2; *Davies Ho.*, the largest, but not recommended, \$2; *Rocklin Ho.*), the capital of Prince Edward Island, is pleasantly situated on the S. side of the island, on an excellent harbour formed by the confluence of the *Hillsborough* or *East*, the *York* or *North*, and the *Elliott* or *West Rivers*. In 1891 it contained 11,374 inhab., almost exactly the same number as in 1881. It is regularly laid out, and the width of the main streets (100 ft.) give it a spacious and inviting air. Most of the buildings are of wood, but there are also many substantial structures of brick and stone. Charlottetown is the chief port of the island and carries on a large export trade in farm produce and fish. It also has some woollen mills.

Port la Joie, as the French called Charlottetown, appears about 1750 as the seat of the executive of the island, with a fort and a small garrison; but no houses seem to have been erected on the site of the present city till 1768, under British rule. In 1775 the small capital was taken and plundered by two American cruisers, but Washington rebuked the officious privateers and sent back the captives and their property. In 1864 Charlottetown was the seat of the conference at which the project of Canadian confederation first took definite shape.

The focus of Charlottetown life and activity is **QUEEN SQUARE**, in which stand the principal public buildings, surrounded by grounds adorned with tasteful flower-beds. In the centre is the **Provincial Building**, a substantial stone structure, containing the halls of the Legislative Council and the House of Assembly (2nd floor), with portraits of P.E.I. statesmen, and the *Colonial Library*, with a good collection of books relating to Canada. To the right (E.) rises the *Court House*, from the flat roof of which, as from the cupola of the Provincial Building, an excellent *View is obtained of Charlottetown and its surroundings. To the W. of the Provincial Building are the *Post Office* and the *Market House* (market-days, Tues. & Frid.). Round the square, especially on the S. and W. sides, are the best shops of Charlottetown. Band-concerts are frequently given in Queen Square on summer evenings.

In *Great George St.*, a little to the S. of Queen Sq., rises the large wooden *Cathedral of St. Dunstan* (R.C.).

To the E. of Queen Square is **HILLSBOROUGH SQUARE**, with the large *Convent of Notre Dame*. Adjacent, in Weymouth St., are the *Normal School* and the *Prince of Wales College*. — On a projecting point to the W. are the *Park*, with cricket and lawn-tennis grounds, and the *Government House*, overlooking the harbour.

On the heights on the N. outskirts of the city is the *College of St. Dunstan*, a large school for boys.

The large *Lunatic Asylum* occupies a point projecting into the East River, and near it is the *Trotting Park*.

The roads in the vicinity of Charlottetown are good and afford opportunity for pleasant if not especially picturesque drives (livery rates very moder-

ate). — The water-trips are more inviting. A small ferry-steamer crosses to *Southport*, on the opposite side of the Hillsborough River (view from Tea Hill). Near Southport is the new summer-hotel *Langley Beach*, to be opened in 1895. — A steamer running to (18 M.) *Orwell* gives a good view of *Hillsborough Bay*. — Steamers also ascend the *Hillsborough River* (to *Mt. Stewart*; a very pleasant trip) and the *West River*. — A somewhat longer excursion skirts the shore to the W. to *Crapaud*. — *Boating and Sailing* can be enjoyed in the harbour, rivers, and bay. — *Shaw's Hotel*, on *Brackley Point*, 14 M. to the N. of Charlottetown, is a favourite resort, reached by carriage.

Railway Excursions, see below.

The narrow-gauge **Prince Edward Island Railway** runs from one end of the island to the other, with a winding course of nearly 170 M., and sends off various branches. Charlottetown itself is 5 M. to the S. of the main line, but through-trains run from it to each of the termini.

FROM CHARLOTTETOWN TO TIGNISH, 117 M., in 6 hrs. (fare \$ 3.50); to (49 M.) SUMMERSIDE in 2 $\frac{1}{4}$ hrs. (\$ 1.45). — Leaving the station, at the E. end of the city, the train turns to the left (N.), quits the *Hillsborough River*, passes *St. Dunstan's* (p. 96) and (3 M.) *Cemetery Station*, and joins the main line at (5 M.) *Royalty Junction*. Here it turns to the left and runs towards the W. through a fertile agricultural district of no marked features. Numerous comfortable farm-houses are seen, seldom clustering into villages. At (10 M.) *Milton* we cross the headwaters of the *York River*. 17 M. *North Wiltshire*. Several snow-fences are passed here and at other parts of the line. — 21 M. *Hunter River* is the station for (7 M.; stage) the *Seaside Hotel* at *Rustico*, on the N. shore, one of the most popular bathing, boating, and fishing resorts in the island, with a good sandy beach. Farther on, the *Hunter River* flows to the left of the railway. — From (32 M.) *Emerald Junction* a branch-line runs to the left to (12 M.) *Cape Traverse* (*Lansdowne Hotel*), where it connects with the winter mail-service to *Cape Tormentine* (see p. 71). — From (41 M.) *Kensington*, a thriving village with 1000 inhab., coaches run to (7 M.) *Malpeque*, at the mouth of *Richmond Bay*, with the popular *North Shore Hotel* (\$ 2). The head of *Grenville Bay* is about 4 M. to the N.E. — Beyond Kensington the line runs to the S.W. and near (45 M.) *New Annan* reaches the narrowest part of the island, where the inroads of *Richmond Bay* on the N. and *Bedeque Bay* (p. 97) on the S. reduce its width to 3 $\frac{1}{2}$ M.

49 M. **Summerside** (*Clifton Ho.*, \$ 2; *Russ Hotel*), a thriving little seaport of 2883 inhab., with an export-trade in farm-produce and the well-known *Malpeque oysters*, is the terminus of the best steamboat-service between Prince Edward Island and the mainland (comp. p. 94). The train runs on to the wharf, alongside the steamer. The large summer-hotel on an island in the harbour has long been closed.

The line beyond Summerside calls for little remark. 54 M. *Miscouche*, with its two-spired church, to the right; 61 M. *Wellington*; 71 M. *Port Hill Station*, about 3 M. from the ship-building village

on Richmond Bay. At (80 M.) *Portage* the island is only 4 M. wide. The N. end of the island, which we now reach, is largely inhabited by Acadians (p. 77). — 104 M. *Alberton* (Albion), on *Cascumpec Bay*, seen to the right as we approach, is a prosperous ship-building and fishing village (800 inhab.). The train backs out of this station, which is one of the N. termini of the line, and runs towards the N.

117 M. **Tignish** (*Capt. Frank Gallant's Boarding House*, plain but comfortable), the terminus of the railway, is a small village (450 inhab.) but of importance for its fisheries. The inhabitants, who are French and Highland Roman Catholics, support a large church and convent.

Tignish is about 8 M. from *North Cape*, the northernmost extremity of the island (lighthouse; 47° 3' N. lat).

FROM CHARLOTTETOWN TO SOURIS, 60 M., railway in 3-4½ hrs. (fare \$1.80); to GEORGETOWN (46 M.) in 2½-3½ hrs. (fare \$1.40). — From Charlottetown to (5 M.) *Royalty Junction*, see p. 97. Here we turn to the right (N.E.) and ascend the fertile valley of the *Hillsborough River* (not visible at first). — 14 M. *Bedford* is the station for the **Acadia Hotel* (good cuisine; \$2), situated 4½ M. to the N., on *Tracadie Bay*, the site of an early Acadian colony (carriages to meet the trains during the season). The attractions of this resort include a good sandy beach and mackerel fishing in the bay. — Beyond (17 M.) *Tracadie* we see the Hillsborough to the right. — 22 M. *Mount Stewart*, a ship-building village with 600 inhab., near the head of the Hillsborough River, is the junction of the branch-line to *Georgetown* (see below).

FROM MOUNT STEWART TO GEORGETOWN, 24 M., railway in 1¼-1½ hr. — This line crosses the Hillsborough and runs towards the S.E. The chief intermediate station is (18 M.) *Cardigan*, at the head of navigation on the *Cardigan River*. — 24 M. *Georgetown* (*Commercial Hotel*), a small seaport with about 1500 inhab., situated on a peninsula between the rivers *Cardigan* and *Brudenell*. It carries on a brisk trade in agricultural produce. Steamers ply hence to *Charlottetown* (p. 96), *Pictou* (p. 85), the *Magdalen Islands* (see below), and various P.E.I. ports.

The Souris train keeps to the N. of the Hillsborough River and runs towards the E. Beyond (31½ M.) *Morell*, on the *Morell River*, we skirt *St. Peter's Bay* (left). 38½ M. *St. Peter's* (Prairie Hotel), a village with 500 inhab., at the head of the bay, has important salmon-fisheries, while the sea-trout in the bay afford good sport.

60 M. *Souris* (*Sea View*, \$1½), a village with 1000 inhab., lies on *Colville Harbour*. It carries on a trade with the French island of *St. Pierre* (p. 116), and steamers ply hence to *Pictou* (p. 85), the *Magdalen Islands* (see below), and various P.E.I. ports. It is about 14 M. from *East Point*, the end of the island in this direction.

About 50 M. to the N. of East Point, in the Gulf of St. Lawrence, are the *Magdalen Islands*, reached in about 16 hrs. by a weekly steamer sailing from *Pictou* (p. 85) and calling at *Georgetown* (see above) and *Souris* (see above). They are sometimes visited for the sake of the sea-trout fishing; but the accommodation for tourists is of the most primitive description. Of the thirteen islands, which have a total population of about 3000 hardy Acadian fishermen, the largest is *Coffin Island*, and the most

important *Amherst*. During the cod and mackerel fishing seasons the islands are frequented by hundreds of Canadian and American boats. The industries of lobster fishing and canning are also important, and in winter large quantities of seals are captured on the floating ice. The *Bird Isles* are haunted by immense numbers of sea-birds of various kinds. *Deadman's Isle*, besung by Tom Moore, lies about 8 M. to the W. of Amherst.

18. Newfoundland.

By the Rev. Moses Harvey, LL.D., F.R.S.C.,

Author of 'Newfoundland; the Oldest British Colony.'

Approaches. *St. John's* (p. 105) is reached from *Halifax* (p. 74; 490 M.) in about 2 days by the steamers of the *Red Cross Line*, sailing every 10 days (saloon fare \$18), and of the *Canadian & Newfoundland Steamship Co.*, sailing fortnightly (fare \$15). Steamers of the *Allan Steamship Co.* call at *St. John's* fortnightly on their way from *Liverpool* to *Halifax* and *Philadelphia*, but do not call at *Halifax* on their eastward trip (fare from *St. John's* to *Halifax* \$20). The vessels of all three lines are reported to be safe and comfortable. — From *Montreal* (p. 19; 1070 M.) *St. John's* is reached in 4 days by steamers of the *Black Diamond Line* (fare \$30), and of the *Dobell Line* (fare \$25), sailing every 10 days. — From *New York* (p. 7; 1200 M.) *St. John's* is reached by steamers of the *Red Cross Line* in 5-5½ days, including a 'stopover' of ½-1 day at *Halifax* (comp. above; fare \$34). — From *Liverpool* (1930 M.) *St. John's* is reached in 7 days by steamers of the *Allan Line* and the *Canadian & Newfoundland Line* (see above), each sailing fortnightly (fare about \$50).

General Sketch. The large island of Newfoundland† occupies a peculiarly commanding position off the shores of the Dominion of Canada. Stretching right across the entrance of the Gulf of St. Lawrence, it affords access to its waters both at the N. and S. extremities. The S.W. shore, at one point, approaches within 70 M. of Cape Breton, while its N. extremity is within 12 M. of the coast of Labrador, from which it is separated by the *Straits of Belle Isle* (p. 2). It might be compared to a huge bastion, thrown out into the N. Atlantic, which, if duly fortified and armed, could be made the Gibraltar of the surrounding seas. *Cape Spear*, its easternmost projection, is but 1640 M. from the coast of Ireland, so that it forms as it were a stepping-stone between the Old and New Worlds. In regard to size, it ranks tenth among the islands of the globe. Its greatest length, from *Cape Ray* to *Cape Norman*, is 317 M.; its greatest breadth, from *Cape Spear* to *Cape Anguille* is almost the same. It lies between 46° 36' 50" and 51° 39' N. lat. and between 52° 37' and 59° 24' 50" W. lon. Its area is 42,000 sq. M., or about one-sixth larger than Ireland and almost equal to the State of New York. Its circumference, measuring from headland to headland, is about 1000 M., but so deeply indented is it by bays and arms of the sea, that its coast-line is almost double that extent. In shape it is roughly triangular.

A glance at the map shows that it is almost cut in two by the large bays of *Piacentia* and *Trinity*. The S. peninsula thus formed is called *Avalon* and is joined to the main body of the island by an isthmus which at its narrowest point is but 3 M. in width. A long narrow peninsula, called *Petit Nord*, stretches northerly to the Straits of Belle Isle. The S. peninsula, having an extensive frontage on the Atlantic and many fine harbours and bays in proximity to the best inshore fishing-grounds and the Great Banks, is by far the most thickly populated and commercially important part of the island (comp. p. 106).

The coasts of Newfoundland are guarded by ramparts of rock, rising in bold cliffs and headlands to a height of 300-400 ft. At frequent inter-

† The natives usually accent the word on the last syllable, the English on the second, the Americans on the first. The first pronunciation is preferable, the second allowable, the third execrable.

vals, however, this repellant wall is cleft by deep fjords, often 30-50 M. wide at their mouths and running 50-90 M. into the land, while smaller branches diverge on either side. These splendid bays are not only of immense economical importance, as bringing the fish, so to speak, up to the very doors of the fishermen, but are also possessed of such grandeur of scenery as will rank them, when better known and more accessible, as the equals of the best that Norway has to show.

On leaving the rugged coast-line we find the outer interior of the island to be a hilly country with eminences of no great elevation. Around the heads of nearly all the bays are large tracts of good land, covered with fine timber and fit for agricultural and grazing purposes. The inner interior is an elevated undulating plateau traversed here and there by ranges of low hills, the surface being diversified by valleys, woods, countless lakes and ponds, and numerous marshes, which are generally shallow and could easily be drained. Fully a third of the surface of the island is covered with these lakes and lakelets, which abound in trout and other fish. All the great hill-ranges have a N.E. and S.W. direction, and all the other physical features, such as bays, lakes, and rivers, have a similar trend, the cause of this conformation being doubtless glacial action. The principal mountain-ranges are the *Long Range*, the *Cape Anguille Range*, and the *Blomidons*, on the W. coast, and the *Black River*, *N. Harlock*, *Sawyers*, and *Chissel Hills*, on the E. side of the island; while a set of remarkable isolated, sharply peaked summits, known as '*Tolls*', are distributed over the interior, rising abruptly at intervals out of the great central plateau, and forming admirable landmarks for the Indian or the sportsman.

The three largest rivers are the *Exploits*, the *Humber*, and the *Gander*. There are numerous smaller streams fairly entitled to rank as rivers. It is along the valleys traversed by the various rivers that the greatest extent of fertile lands and the heavy forest-growth are found; and when these valleys are made accessible by the new railway across the island, it may be expected that they will become the seats of a large agricultural population. At present, agriculture is carried on upon a comparatively small scale, the attention of the people being mainly devoted to the fisheries. The area of land at present under culture does not exceed 60,000 acres. The reports of the Geological Survey show that in the great valleys alone there are nearly 3,000,000 acres fit for settlement and capable of sustaining a large population; while the aggregate of areas elsewhere of arable and grazing land is 2,000,000 acres. There are, however, vast areas which are hopelessly barren, while the interior proper is yet but partially explored.

Grand Lake, the largest in the island, is 56 M. in length and 192 sq. M. in area. *Red Indian Lake* is 37 M. long, with an average width of 2 M. *Gander Lake*, through which a river of the same name flows, is 33 M. in length. The scenery around these lakes is generally very fine.

Minerals. Among the copper-producing countries of the world Newfoundland takes a high place. Iron-pyrites of the best quality is found in many localities; and from a mine in *Pilley's Island*, in *Notre Dame Bay*, this ore is now shipped in large quantities. Rich deposits of lead, holding a large percentage of silver, are found in *Placentia* and *Port-a-Port*. The carboniferous rocks are largely developed in *St. George's Bay*, where there is a coal-area 25 M. wide by 10 M. in breadth. Recently the reports of the Geological Survey announce the discovery of extensive coal-seams near the shores of *Grand Lake*. Gypsum, marbles, roofing-slate, and building-stone are abundant in several localities.

Fisheries. The cod-fishery of Newfoundland is the most extensive of the kind in the world, and its average annual value (about \$6,000,000) amounts to three-fourths of the entire fishery products. The export of dried cod per annum averages 1,250,000 quintals or cwts. The seal-fishery is next in value. The number of seals taken in recent years varies from 250,000 to 365,000, the average value being \$750,000. The value of canned lobsters exported annually is about \$380,000. The centres of the herring fishery are *Labrador*, *St. George's Bay*, *Fortune Bay*, *Placentia Bay*, and the *Bay of Islands*. The value of the salmon-fishery is about \$100,000

per annum. The number of persons engaged in catching and curing fish is about 55,000. The riches of the encompassing seas are seemingly inexhaustible. At a day's sail from the E. shore are the *Great Banks* (p. 109), 600 M. long, with their swarming fish-life, while the whole Atlantic coast of Labrador, 1100 M. in length, is under the jurisdiction of Newfoundland and as a fishing-ground is of incalculable value.

Imports, Exports, and Revenue. In 1891 the total value of the exports was \$7,437,158; of the imports \$6,869,458. The revenue for the same year was \$1,820,206, and the public debt \$5,223,363.

Climate. The climate of Newfoundland, being insular, is variable and subject to sudden changes. The intense summer heats of the United States and Canada and the fierce colds of their winters are alike unknown. It is but rarely, and then only for a few hours, that the thermometer sinks below zero (Fahr.) in winter; and in summer it is but seldom that 80° are reached. That the climate is salubrious is evidenced by the robust healthy appearance of the people, and the great age to which numbers of them live. The Arctic current, washing the E. shores, shortens the summer. Fogs are confined to the Great Banks and to the S. and S.E. shores. The weather in W. Newfoundland is very fine and the vegetation generally a month in advance of that on the E. coast. The summer, though short, is generally delightful. The heat is never oppressive, the nights are cool; days bright and balmy often succeed each other for weeks together. Those who wish to escape from the relaxing and oppressive heats of the continent will find an agreeable refuge here. September and October are generally pleasant months, in which the sportsman can enjoy himself in pursuit of ptarmigan, snipe, curlew, etc. Tornadoes and cyclones are unknown, and thunder-storms are rare. Usually the autumn is prolonged into November, and the snow seldom covers the ground permanently till near Christmas.

Population. According to the census of 1891, the population is 202,040. In this are included 4000 white residents in Labrador and 1400 Eskimo. The people are entirely derived from Saxon and Celtic stocks. The representatives of the former number 129,454, of the latter 72,696. They are a vigorous, hardy, energetic people. The great bulk of them lead a healthy open-air life, engaged in the fisheries. They are kindly, simple in their manners, quick and intelligent, law-abiding, and noted for their friendliness towards strangers. Their fishing-settlements, villages, and hamlets are sprinkled all around the shores, often in the most curious and picturesque situations among the clefts of the rocks. Their fishing-stages and 'flakes' for drying codfish constitute a special feature at all the fishing-centres. — The *Beothiks* or *Beothuks*, the aborigines of Newfoundland, were a branch of the Algonquin race (comp. pp. xlv, xlvii). Though once numerous and powerful, they have gradually disappeared before the advance of the white man, and no living Beothik has been seen since 1823 (comp. p. 107).

History. Newfoundland was discovered by *John Cabot* in 1497. There is little doubt, however, that it had been known 500 years previously to the Norsemen, who named it *Helluland*, or the 'land of naked rocks'. When Cabot made his discovery he was in the service of Henry VII. of England, from whom he had obtained a patent authorizing his search for new lands; and his ship was manned by Englishmen. He was the first discoverer of the continent of North America. Thus by right of discovery, Newfoundland belonged to England; but it was not formally taken possession of till 1583, when *Sir Humphrey Gilbert*, half-brother to Sir Walter Raleigh, landed on its shores. Gilbert was authorized by letters patent from Queen Elizabeth to colonize the island and exercise jurisdiction over all the neighbouring lands within 200 leagues in every direction. He was, however, lost at sea on his return voyage, so that nothing came of this attempt at colonization.

Soon after Cabot's discovery, the news of the abundance of fish in Newfoundland waters reached the French fishermen of Normandy and Brittany, and these hardy mariners were soon busily employed in taking cod on the Great Banks and near the shore. They were speedily followed

by the Basque fishermen, who gave the name of *Baccalaos* ('cod-lands') to Newfoundland and the neighbouring coasts. Portuguese and Spanish fishing-vessels arrived not long after to share in the same profitable industry. In 1578 no fewer than 400 fishing-vessels were employed, of which 150 were French and only 50 English — so slow were the latter in recognizing the value of these fishing-grounds. Though late in commencing, however, the English speedily gained on their rivals. In 1600 there were 200 English vessels at work, which employed 10,000 men and boys, as catchers on board and curers on shore; and the Newfoundland fisheries became the stay and support of the W. counties of England, being worth 100,000 *l.* annually — an immense sum in those days. Thus the attraction which first led Englishmen to these W. seas and first induced them to colonize the new lands was the immense fish-wealth in the waters around Newfoundland. The same impulse brought the French to the St. Lawrence and led to the long struggle between the two nations. The fisheries laid the foundation of the empire won by England in the New World.

After the days of Cabot, various attempts were made to colonize the island, but none proved successful. The most conspicuous of the attempts were made by *Sir George Calvert*, afterwards Lord Baltimore, and at a later date by *Sir David Kirke* in 1638. Previously, however, in 1615, *Captain Richard Whitbourne*, mariner, of Exmouth, Devonshire, was sent out by the British Admiralty to regulate matters among the fishing population, which had greatly increased. He wrote the first book on Newfoundland ('Westward Ho! for Avalon'), which is now rare and valuable.

In carrying out their plans for founding an empire in the New World, the French statesmen were eager to obtain possession of Newfoundland. They knew that holding it, they could control the fisheries and also command the narrow entrance to the St. Lawrence and their possessions in Canada. They obtained a footing, at length, on the S. shore and founded *Placentia* (see p. 114). During the long wars between the two nations, the French sent out several expeditions for the conquest of the island, but without success. Their presence and encroachments, however, were a constant source of loss and annoyance to the settlers.

At length the Treaty of Utrecht (1713) ended the struggle. By one of the articles of that treaty France agreed to surrender all her possessions in Newfoundland and to evacuate *Placentia*. The sovereignty of the whole island was thus secured to England, and the French renounced all territorial rights. Unfortunately, however, the treaty gave them certain privileges that led to a long series of disputes which are not settled to this day (see p. 104). Meantime, however, the hardy industrious fishermen were forming settlements around the shores of the island, increasing in numbers and trying to make homes for themselves. But the difficulties they had to contend with in doing so were of a very formidable character. The fisheries had all along been carried on by merchants, ship-owners, and traders, who resided in the W. of England. For their own profit and advantage they wished to establish a monopoly and to retain the harbours and shores for their own servants, whom they sent out to carry on the fishery each summer and to return before winter. Hence their aim was to prevent settlement, the building of houses, and the cultivation of the soil. Being wealthy and influential men, they had the ear of successive English governments, whom they induced to pass laws to enable these 'Merchant Adventurers', as they were called, to accomplish the end they had in view. They were successful, too, in misleading the nation by false statements about the barrenness of the soil and the necessity of preserving the fisheries as a nursery of seamen for the Royal Navy. Hence laws were passed prohibiting masters of vessels from carrying out any settlers, and binding them to bring back at the close of each fishing-season the fishermen who went out in spring. When it was found that settlement went on in spite of these restrictions, an order was issued to burn down all the houses — an edict which the humanity of the English Commissioner happily made him hesitate to put in execution and which, on strong remonstrances to the King, was revoked. The tyrannical rule of the merchants continued for over a century and a half. Their servants,

the 'Fishery Admirals' as they were called, long oppressed and robbed the people, taking possession of the best fishing-grounds and driving the inhabitants from their own fields and gardens. At length a better day dawned. England found out her mistake and the deception that had been practised on her. The country ceased to be a mere fishing-station and was at last recognized as a colony of the British Empire. A governor was appointed in 1729, when the resident population was 6000. Some semblance of civil government was gradually introduced. Improvements came very slowly. In 1750 a court for the trial of criminal cases was established. Till then all criminals had been sent to England for trial. It was not till 1793 that a Supreme Court for the whole island was appointed, with power to try all offenders and determine suits of a civil nature; and its jurisdiction, moreover, was not completely established till 1826. It was not till 1820 that houses could be erected without the written permission of the governor or that grants of land could be made. No other British colony was ever dealt with so harshly. Not without reason did Lord Salisbury recently describe the colony as having been throughout its career 'the sport of historic misfortunes'. The French, on the one side, holding half the island, and the settlement of the country, on the other, being prohibited by law for 150 years, were enough to prevent all advance.

Still, the sturdy fishermen held their ground, contended for their liberties, and continued to increase in numbers. In 1763 the population numbered 13,000, in 1804 it reached 20,000. An agitation for a local government commenced, and in 1832 'representative government' was granted. The first local Legislature was opened in 1833. In 1854 the privilege of self-government was completed by the concession of 'responsible government'.

The progress of the colony during the last fifty years has been steady and substantial. Civilizing influences have been at work. An educational system has been established and, of late, considerably improved. Agriculture has been encouraged, and manufactures of various kinds commenced. In 1858 the first Atlantic cable was landed on the shore of Trinity Bay (p. 112). In 1884 the first railway from St. John's to Harbour Grace was opened (p. 114). In 1893 a contract was entered into for the extension of the line across the island to Bay of Islands and St. George's Bay, having its W. terminus at Port-au-Basque, 70 M. from Cape Breton.

Relation to Canada. Judging by the geographical position of the island, it would seem that by 'manifest destiny' it belongs to the Dominion of Canada, and should long since have become a member of that great confederacy of British provinces. The bulk of its people, however, seem to think differently, and have hitherto declined to unite with Canada. An attempt was made in 1869 to bring about a union, but proved to be a signal failure. Since that date Confederation has not been made a political issue. Of late years, however, there has been among the people a growing sentiment in favour of union with the Dominion, and those best able to make a forecast consider that the hour is at hand when 'Britain's Oldest Colony' will throw in its fortunes with those of Canada. To both countries such a consummation seems natural and desirable. The sentiment of loyalty to the flag of England is strong, and no proposal of annexation to the United States has ever yet taken shape. The position of the island, as holding the key of the St. Lawrence, and thus being essential to the rounding off of the Dominion, as well as to its safety, precludes the idea that it would ever be allowed to pass from under the flag of England.

Constitution. The form of government which now regulates the affairs of the Colony, and which is working on the whole satisfactorily, is that known as 'Responsible Government'. It consists of a *Governor*, who is nominated by the Crown, his salary of \$12,000 a year being paid by the Colony; an *Executive Council*, chosen by the party commanding a majority in the Legislature, and consisting of seven members, the Governor being President or Chairman; a *Legislative Council* of fifteen members, nominated by the Governor in Council; and a *House of Assembly*, at present consisting of 36 members, elected every four years by the votes of the people. There are 18 electoral districts. The members of the House of Assembly

are elected by ballot. All males on reaching the age of twenty-one are entitled to vote. The members of both branches of the Legislature are paid. The Legislature meets once a year. Acts become law after passing both chambers and receiving the assent of the Governor.

The French Treaty Rights in Newfoundland. The sovereignty of the island, as has been stated, belongs wholly to Great Britain, but, in virtue of certain ancient treaties, the French have the privilege of taking and drying fish on that portion of the coast which extends from *Cape Ray*, round the W. and N., to *Cape St. John* on the N.E. shore. They have no right to occupy permanently, or to settle on any portion of the coast, or to erect any buildings, except such huts and scaffolds as may be necessary for drying their fish. French fishermen are not permitted to winter on the island. The treaties in which these concessions were made to the French are those of Utrecht (1713), Paris (1763), Versailles (1783), and the second treaty of Paris (1815). A serious difference of opinion has existed for more than a century between England and France as to the proper interpretation of these treaties, the language of which is often obscure. The French contend that the treaties give them the *exclusive* right to the fisheries, and also to the use of the shore, so that British subjects cannot lawfully fish within those limits, or occupy the land for any purpose. Were this contention well founded, it would entirely close up the best half of Newfoundland against its use by British subjects, in order that along a coast 450 M. in length a few French fishermen might, during three or four months of the year, catch and dry codfish. Such a dog-in-the-manger policy would prevent either party from cultivating the land, or carrying on mining or lumbering operations. England and her subjects in the colony have always repudiated this interpretation and maintained that they have a *concurrent* right of fishing wherever they do not interfere with the operations of French fishermen; and also that they have a right to settle on the land and develop its resources. In point of fact, over 11,000 British subjects are now settled on the Treaty Shore. Custom-houses have been erected, magistrates appointed, and law-courts established on this coast; and two members elected by the inhabitants represent them in the local legislature. This, of course, adds considerably to the complications of this vexed question. Meantime, the French stubbornly insist on their rights, and constant complaints arise regarding their interference with the residents. It is a most undesirable condition of things, and one that constantly imperils the peace of the two nations. The French refuse to submit the interpretation of the treaties to arbitration, and all attempts at an arrangement of these difficulties have hitherto proved abortive. The colonists are naturally restive under these grievances, and vexatious quarrels with the French are constantly cropping up. What Newfoundland asks — and it seems not unreasonable — is that Great Britain, who entered into these treaty engagements which have become antiquated and unsuited to the present day, should free her oldest colony from this ruinous incubus and in some way — by exchange of territory or purchase — wipe out these French claims and give the colony the control of its own territory.

Sport. The chief objects of the chase in Newfoundland are the *Caribou* (*Rangifer Tarandus*) and the *Partridge* or *Willow Grouse* (*Lagopus albus*). The season for the former lasts from Sept. 15th to Feb. 15th, that for the latter from Sept. 15th to Jan. 12th. No *Moose* or *Elk* may be shot before 1896. Owing to the wanton slaughter of caribou by strangers in past years, a law has been passed forbidding non-residents of the Colony to shoot these animals without a license, the fee for which is \$100 (penalty for violation of this law \$400). Not more than five stags and three does may be killed by one sportsman in the same season.

Money. The monetary system of Newfoundland is similar to that of Canada, and Canadian coins pass at full value (see p. xiii). British gold and silver coins pass current at the rate of 1*l.* = \$4.80, while U. S. gold coins are taken at or a little below their face value (\$10 = \$9.85).

Postal Information. The letter rate of postage within Newfoundland and to Canada is 3c. per oz.; to Great Britain and other countries of the Postal Union 5c. per $\frac{1}{2}$ oz.; letters for delivery within the city 1c. per oz.

Parcels to Canada cost 15c. per lb., to the United Kingdom 18c. for the first lb. and 12c. for each additional lb. The other regulations are similar to those of Canada (p. xxii). — The **Telegraph Rate** from St. John's to places in Newfoundland varies from 25 c. for 10 words and 2c. for each additional word to 50c. per ten words and 4c. per additional word. The rate to the nearest parts of Canada and the United States are \$1-1¼ per 10 words and 9-11c. for each additional word. To Great Britain the rate is 25 c. per word.

Bibliography. The best and most comprehensive general account of Newfoundland is given in 'Newfoundland; the Oldest British Colony', by *Joseph Hatton* and *Rev. Moses Harvey* (1883). See also *M. Harvey's* 'Text Book of Newfoundland History' (1890). The reports of the *Newfoundland Geological Survey* and the official 'Year Book and Almanac of Newfoundland' will also be found useful. Among other works that may be mentioned are the histories of *Reeves* (1793), *Anspach* (1826), and *Padley* (1863), and *Prof. J. B. Jukes* 'Excursions in and about Newfoundland' (1842).

a. St. John's.

The approach to St. John's[†] by sea excites the admiration of even the most blasé traveller. As the steamer skirts the iron-bound coast, it suddenly turns towards the shore and appears as if about to dash itself against the rocks. Presently, however, a narrow opening appears in the wall, and as the vessel glides through this, we see above us huge cliffs of dark-red sandstone piled in broken masses on a foundation of gray slate rock. On the right towers an almost perpendicular precipice, 300 ft. high, above which rises the crest of *Signal Hill* (520 ft.), with the station for signalling vessels as they approach the harbour. On the left the rugged hill attains a height of 600 ft., and from its base juts out a rocky promontory bearing the *Fort Amherst Lighthouse*. The **Narrows*, or channel leading to the harbour, is ½ M. long, and at the narrowest point, between *Pancake* and *Chair Rocks* — across which in olden days a chain could be drawn to shut out hostile cruisers — it is only 600 ft. wide. It is not till near the end of the Narrows that the city becomes visible. Beyond the channel the harbour trends suddenly to the W., so that it is completely land-locked and safely sheltered from the waves of the Atlantic. Vessels of the largest tonnage can enter at all periods of the tide, the rise of which does not exceed 4 ft. The harbour is fully 1 M. long and nearly ½ M. wide.

St. John's.—Arrival. *Custom-House Officers* meet the steamer to examine and pass the passengers' luggage. — *Cabs* also meet the steamers (fare to hotel, incl. ordinary luggage, 40-50c.).

Hotels. NEW ATLANTIC HOTEL, rebuilding since the fire of 1892, \$1½-2½; TREMONT HOUSE, CENTRAL, CITY, unpretending, \$1-1½. — *Board and Private Lodgings* can be easily obtained.

Cabs: 30-50c. per drive within the city; 80c. per hr.; \$4 per day. — *Mail-Waggons* run to *Portugal Cove*, *Petty Harbour*, *Ferryland*, *Torbay*, etc. — *Steamers* ply to various points on the Newfoundland coast (comp. pp. 110, 111), to *Labrador* (see p. 111), to *Halifax* (see p. 99), to *Montreal* (see p. 99), to *New York* (see p. 99), to *Liverpool* (see p. 99), and other ports.

[†] This is the recognised official spelling, though the weight of the older authorities is in favour of *St. Johns* (without the apostrophe), following the analogy of *St. Ives*, *St. Kitts*, and similar names.

Post Office, in the Market House, Water St. (open 8-7.30). — **Telegraph Office**, in the Post Office, till the new building is ready (open 8.30 a.m. to 9 p.m.).

Banks. *Union; Commercial; Savings Bank* (open 10-3). — Three daily evening papers are published: the *Herald, Telegram*, and *Tribune* (1c. each).

Consuls. United States, *T. N. Molloy*; Germany, *R. H. Prowse*; Italy, *W. J. Fisher*.

St. John's, the capital of Newfoundland, is situated on the E. side of the peninsula of *Avalon* (p. 99), in 47° 33' 3" N. lat. and 52° 45' 10" W. lon., 60 M. to the N. of *Cape Race* (p. 109), 600 M. from Halifax, 1070 M. from Montreal, 1200 M. from New York, and 1700 M. from Queenstown (about 1000 M. nearer than New York). The ground on which it lies rises from the N. side of the harbour, and in picturesqueness of site it is unexcelled by any city on the American continent. The three chief streets, of which **WATER STREET** is the most important, run parallel with the harbour. On the S. side of the harbour the hill springs so abruptly from the water's edge as to leave room only for a few warehouses and oil-factories. The shops and houses of Water Street are of brick or stone, but in other parts of the city most of the buildings are of wood, presenting a very dingy and unattractive aspect. The population of St. John's in 1891 was 29,007, or nearly one-sixth of the entire population of the island. The Roman Catholics numbered 16,590, the Protestants 12,417.

St. John's, founded about 1580, gradually grew from a hamlet of fishermen's huts, clustering round the harbour, to a town stretching up the slope to the N. and along its crest. By 1836 its population was 15,000. In 1846 a great fire destroyed about two-thirds of the city, which was rebuilt on a much improved plan. On July 8th, 1892, St. John's was visited by another terrible conflagration, which swept away fully half the city, including such substantial buildings as the Church of England Cathedral, St. Andrew's Presbyterian Church, and the massive warehouses of Water St. About 11,000 persons were left homeless, and property to the value of \$12-16,000,000 was destroyed. This terrible calamity awoke a lively sympathy in other lands, and contributions poured in from Canada, England, and the United States. The people of St. John's have set themselves with great energy to the task of re-erecting their burned city, and probably by the time this sees the light nearly all traces of the fire will have been removed and St. John's rebuilt in an improved manner.

The chief business interests of St. John's are, of course, its fisheries and its seal-oil refineries, but of recent years it has made fair progress in manufactures, and it now contains iron foundries, machine shops, shoe, furniture, tobacco, and soap factories, breweries, tanneries, and a large and well-equipped rope-walk.

The most conspicuous building in St. John's is the ***Roman Catholic Cathedral** (*St. John the Baptist*), which occupies a commanding site on the summit of the hill on which the city is built. It is in the form of a Latin cross, 237 ft. long and 180 ft. wide across the transepts, with two towers, 138 ft. in height. It is richly ornamented with statuary and paintings and presents an impressive appearance. Adjacent to it are the *Bishop's Palace*, *St. Bonaventure College*, and a *Convent*, the whole group of buildings having cost about \$500,000. — The ***Church of England Cathedral**, about halfway up the slope, will, when completed, be one of the finest ecclesiastical edifices in British America. It was designed by Sir

Gilbert Scott in an Early English style, and is also dedicated to St. John the Baptist. Unfortunately it was greatly injured in the great fire of 1892, but it is now in course of restoration.

On the **MILITARY ROAD**, running along the crest of the ridge, stands the **Colonial Building** or **House of Parliament**, containing chambers for the two branches of the Legislature, and most of the Government offices. It is 110 ft. long and 85 ft. wide, and was built in 1847 at a cost of 100,000*l.* Its Ionic portico is borne by six massive columns, 30 ft. high. — To the E. of it is *Government House*, a plain, substantial, and comfortable residence, erected by the Imperial Government in 1828, at a cost of 30,000*l.* It is surrounded by well-kept grounds.

The **Post Office**, near the middle of Water St. (see above), is a very creditable building, completed in 1887. The upper portion is devoted to the purposes of a **Public Museum*.

The museum, which is well worthy of a visit, contains interesting relics of the *Beothiks*, the extinct aboriginal inhabitants of Newfoundland (comp. p. 101); stuffed specimens of the caribou, bears, seals, birds, and fishes of the island; and a collection illustrative of its mineral wealth and geological formation.

At the E. end of Water St. stands the *Custom House*, now being rebuilt after the fire of 1892. — Near the *Union Bank* stood the *Athenaeum*, a handsome building which was unfortunately destroyed by the fire of 1892 but will probably soon be restored. Its library and reading-room have found temporary quarters in Duckworth St. (open to strangers on introduction by a member).

The *Penitentiary*, a solid granite building, and the *Hospital* are on the outskirts of the city.

The large *Fish Stores*, in Water St., and the *Oil Factories*, on the S. side of the harbour, will well repay an examination.

The **Dry Dock**, at the head of the harbour, built, of wood, in 1884, at a cost of \$ 550,000, is 600 ft. long and 130 ft. wide, with a depth of 25 ft. on its sill at low water. It is thus able to accommodate all but the very largest ocean steamers afloat.

Walks and Drives in the Neighbourhood of St. John's.

1. **SIGNAL HILL.** The top of **Signal Hill* (520 ft.), overlooking the Narrows (comp. p. 105), is reached in a walk of $\frac{1}{2}$ hr., or by a carriage drive. At the height of 350 ft. two small and deep lakes are passed. On a clear day the **View from the summit* is very fine. On the one side is the broad Atlantic. Looking to the N. we see *Sugar Loaf*, *Red Head* (700 ft.), *Logie Bay*, *Torbay Head*, and the serrated range of hills on the S. side of *Conception Bay*. The dark perpendicular sea-wall, with numerous indentations, runs up to *Cape St. Francis*. A fine sweep of country, dotted with numerous glittering lakelets and farm-houses and fringed with sombre groves of fir, stretches away to the N. W. The great chasm which forms the entrance to the harbour is seen below, guarded by precipitous rock-masses. The remains of the batteries which once commanded the narrow entrance are visible on their rocky platforms. *Fort Amherst* and *Cape Spear Lighthouses* and *Fresh Water Bay*, with its fisherman's cottages, are seen to the S. A bird's-eye-view is presented of the harbour, with

the whole city lying along the N. slope and crowned by the Roman Catholic cathedral. A lower peak called *Gallows Hill* stands out prominently. Here in the olden time criminals were executed in sight of the whole city. — In 1762 Signal Hill was the scene of a brief but bloody struggle. For the third time the French had then got possession of St. John's. Lord Colville was sent from Halifax with a squadron to drive them out. Colonel Amherst landed a force from the fleet at Torbay and marched overland to St. John's. Up the rugged heights from Quidi Vidi (see below) the English soldiers charged to capture Signal Hill, the key of the position. The French fought desperately, and having a great advantage from their position succeeded several times in repulsing their foes. At length a company of Highlanders with fixed bayonets dashed up the heights and swept all before them. Signal Hill being won, the French saw that all was lost, and their fleet crept out of the harbour in a fog and escaped. St. John's never again fell into the hands of the French. — The red sandstone which caps the hill belongs to the Huronian system of rocks, corresponding to the English Cambrian, which is developed all over the peninsula of Avalon. The hill itself is strewed with large boulders holding jasper and other water-worn pebbles, showing that they once formed the margin of an old Silurian sea and that by foldings and various earth-movements the sea-bottom has become a hill 520 feet above the level of the water. Here, too, are seen striations on the rock-surfaces showing that at a later period they were under glacier action. Geologists tell us that the whole island was once in the same condition in which Greenland now is — under a great ice-cap many hundreds of feet in thickness.

2. **QUIDI VIDI.** Close to St. John's lies the pretty ***Quidi Vidi Lake**, $\frac{1}{2}$ M. in length, on which an annual regatta is held. The village of *Quidi Vidi* is a typical fishing-village, where can be seen in perfection the stages projecting over the water of the little harbour, at which the fishermen land their fish, and the 'flakes' on which the cod are dried. During the fishing-season the whole process of 'splitting', 'heading', and 'salting' can be seen. The small harbour is connected with the ocean by a narrow gut, only deep enough for fishing-boats. All around rise steep red cliffs in fantastic shapes. These, with the fishing-boats, stages, and flakes, make a strikingly characteristic picture. Artists find this the most attractive spot about the city. A little river flowing through the lake forms a pretty cascade as it tumbles over the rocks into the harbour. Visitors will enjoy a chat with the sturdy fishermen and their wives. Their insular peculiarities, linguistic oddities, and quaint views of things form an interesting study.

3. **LOGIE BAY AND TORBAY.** The road runs to the N. to (2 M.) *Virginia Water*, a pretty little lake embosomed in woods, and (4 M.) **Logie Bay**, with its striking coast scenery. *Outer* and *Middle Coves*, 2 M. farther on, are scarcely less remarkable. The thriving village of **Torbay**, 8 M. from St. John's, is one of the most picturesque spots on the coast, with a handsome Roman Catholic church, a convent, excellent school-houses, and a large public hall. Along this N. coast there are no pebbly beaches on which the waves gently break, but the massive grandeur of perpendicular cliffs, often sculptured into forms of stern beauty.

4. **PORTUGAL COVE**, 9 M. The road winds towards the N., along the shore of *Windsor Lake*, which supplies the city with water, and then through a little valley of rare beauty with a brook flowing at the foot of its encompassing rocks. At the end of the valley the bright waters of ***Conception Bay**, with *Belle Isle* (6 M. long), come into view. On the S. shore of the bay lies the fishing-village of ***Portugal Cove**, perched amid the clefts of the rocks, a little waterfall tumbling over the cliffs into the sea. Cortereal discovered this bay in 1501 and named the roadstead after his country. The return to St. John's may be made via *Broad Cove* and the *Thorburn Road* (a charming drive). — Good trout-fishing may be obtained in ponds along all of the above routes.

b. From St. John's to Renew's. Cape Race.

64 M. A MAIL WAGGON plies twice a week from St. John's to *Renews* (see below) in 24 hrs. (fare \$4), but visitors will find it much more comfortable to hire a carriage (fare about \$4 a day). The road is good and the views are often superb. The hotel-accommodation is, however, very primitive, and it is advisable to start with a well-filled luncheon-basket. The '*Barrens*' along this route are famous for their 'partridge' (willow grouse) shooting, the season for which begins on Sept. 15th.

The first part of the road is excellent and affords many beautiful views. 4 M. *Blackhead*, a village near *Cape Spear*, the easternmost point of N. America (comp. p. 99).

9 M. **Petty Harbour**, a village with about 1000 inhab., situated at the mouth of a deep ravine through which flows a clear stream into the snug little harbour, fringed with fish-flakes and shut in by towering precipices.

About 3½ M. to the S. of Petty Harbour is '*The Spout*' — a funnel-shaped opening from above into a cavern which the sea has scooped out. In stormy weather, the sea, rushing into the cavern, hurls the spray and foam aloft through the opening, presenting a curious sight, visible at times for miles around.

Beyond Petty Harbour the road runs along the so-called '*Straight Shore of Avalon*' to (20 M.) *Bay of Bulls* (a corruption of the French *Baie de Bois*), *Mobile* (24 M.), and (39 M.) *Cape Broyle*.

44 M. **Ferryland**, a little town with 550 inhab., was founded in 1624 by *Sir George Calvert*, afterwards Lord Baltimore, who built a fort and a fine mansion in which he resided for many years with his family. Here, too, *Sir David Kirke* took up his residence in 1638, armed with the powers of a Count Palatine over the whole island.

51 M. *Fermeuse*, a village of 640 inhab., with its deep and safe harbour; 54 M. *Renews* (540 inhab.).

Cape Race, the S. E. point of the island, where many a gallant ship has met her doom, lies about 10 M. to the S. of *Renews*, from which it may be reached by boat or steamer (no road; comp. p. 110). Round its grim rocks swift conflicting currents circle; dark fogs brood here in summer for weeks together, so that the navigator has to shape his course mainly by the soundings. In recent years the dangers to navigation have been greatly lessened by the erection of a powerful fog-whistle on the Cape. Its lighthouse is 180 ft. above the sea-level and can be seen at a distance of 20 M.

About 50 M. to the E. of Cape Race are the **Great Banks of Newfoundland**, famous for their cod-fisheries. They are about 600 M. long and 200 M. wide, while the depth of water upon them ranges from 10 to 160 fathoms, with an average of 40 fathoms. Marine life of all kinds is abundant on the Banks, and cod and other fish resort to them in immense numbers. The vessels frequenting the Grand Banks are known as 'bankers', and are larger and better fitted out than those of the coast-fisheries. The fishermen on the Banks, who, it is estimated, number 100,000, are of various nations and ply their hard labours shrouded in dense fogs and often in dangerous proximity to icebergs.

c. From St. John's to Bonne Bay by Sea.

651 M. MAIL STEAMER 'GRAND LAKE' of the Newfoundland Coastal Co. every alternate Sat., reaching *Bonne Bay* in 5-6 days (fare \$ 15). The round trip takes about 10 days, and those who prefer may land at one of the 24 intermediate ports and spend a few days in fishing, sketching, or photographing.

This, the so-called *Western Route*, and the following, or *Northern Route*, will meet the wishes of those who desire to make the round of the island. The vessels are strongly built and well officered; the food and accommodation are fair.

The steamer makes its first call at (33 M.) *Ferryland* (p. 109), then rounds *Cape Race* (p. 109), enters the fine harbour of (75 M.) *Trepassey* (684 inhab.; the landing-place for *Cape Race*), and passes *St. Shott's*, the scene of many shipwrecks. We then skirt *Cape Pine* and ascend *St. Mary's Bay*, 25 M. wide and 35 M. deep, the first of the great bays which indent this coast. The village of *St. Mary's*, on its E. shore, with 500 inhab., is largely engaged in fishing and has a farming district around it.

Leaving *St. Mary's Bay*, we steer round *Cape St. Mary* and enter **Placentia Bay*, the largest bay of Newfoundland, with a length of 90 M. and a width (at its mouth) of 55 M. It contains several clusters of islands, one of which, *Great Merasheen*, is 21 M. long. The scenery of the bay is very fine. The steamer makes five calls in the bay — at (140 M.) *Great Placentia* (see p. 114), *Gerat St. Lawrence* (720 inhab.), *Lamaline* (650 inhab.), *Grand Bank* (1170 inhab.), and (190 M.) *Burin*. The last-named, with 2729 inhab., is a busy and prosperous place, with a land-locked harbour, extensive fisheries, and a large trade with *St. Pierre* (p. 116).

Leaving *Burin*, we round the end of the peninsula of that name, between *Placentia Bay* and *Fortune Bay*. To the left, as we approach the entrance of the latter, lie the French islands of *St. Pierre* and *Miquelon* (see R. 19). — *Fortune Bay*, 65 M. long and 35 M. wide, is noted for its extensive herring fishery and is much frequented by American fishing-vessels. It is the centre of the bait-carrying traffic with *St. Pierre*. The ports called at within the bay are (260 M.) *Fortune*, *Balleoram*, *St. Jacques*, (283 M.) *Harbour Briton* (484 inhab.), and (308 M.) *Great Jervois*.

A little farther to the W. the steamer enters **Hermitage Cove* and **Baie d'Espoir* (corrupted into *Bay Despair*), the scenery of which is pronounced by many travellers the finest in the island.

From this point to *Cape Ray* extends a straight line of coast, 150 M. in length, indented by numerous small inlets and fringed with islands. Among the latter are the *Penguin Islands* (seen to the left) and the *Burgeo Islands*, on the largest of which Capt. Cook observed an eclipse of the sun in 1765. — 370 M. *Burgeo*, a village with 894 inhab., on one of the *Burgeo Islands*, is one of the most important and picturesque places on the S. coast.

In few places can be seen more romantic villages than *Burin*, *Harbour Briton*, *Burgeo*, and *Rose Blanche* (see p. 111). The effect of the pond-like

harbours, surrounded by rugged hills, is enhanced by the haphazard way in which the cottages are dotted down among the rocks, wherever a foothold can be obtained. The whole coast is a paradise for artists.

405 M. *La Poile* (50 inhab.), the next point stopped at, lies at the head of one of the chief inlets of this coast. — 419 M. *Rose Blanche* is a highly picturesque little village on another small bay.

446 M. *Port-au-Basque* or *Channel*, with about 1000 inhab., has a splendid harbour, open all the year round, and is destined to be a place of considerable importance as the terminus of the transinsular railway now under construction (see p. 115).

Rounding **Cape Ray**, the S.W. point of Newfoundland (p. 99), the steamer now turns to the N. and passes along what is popularly known as the **French Shore** (p. 104). Opposite Cape Ray, on the Cape Breton shore, is *Cape North*, the two capes guarding the entrance of the Gulf of St. Lawrence. From Cape Ray to *Cape Anguille* the coast is singularly rugged and inhospitable in appearance. The *Great* and *Little Codroy Rivers* enter the sea between these two points after flowing through a fertile valley 40 M. in length. The coast is backed here by the **Long Range** (p. 100), extending with interruptions nearly to the N. extremity of the island.

The fine ***Bay of St. George** (6600 inhab.) is now entered. Its fertile shores are rich in minerals, coal-beds, and forests. One day it will be the garden of the colony. The steamer calls at (516 M.) *Sandy Point* and then rounds the peninsula of *Port-à-Port*, noted for its lead deposits. It is a paradise of geologists, who have chiselled from its rocks some of the most gigantic Cephalopoda in existence.

The (610 M.) ***Bay of Islands** (1500 inhab.), with its magnificent scenery, now opens to the right. Its three arms run 20 M. inland, one of them receiving the *Humber River*, the second largest river in the island. As its name indicates, it has numerous islands.

The Humber is noted for its beautiful scenery, the marble beds along its banks, and its pine forests, many of them now cut down.

651 M. ***Bonne Bay**, the terminus of our voyage, lies about 40 M. to the N. of the Bay of Islands, and its scenery is considered by some even finer. It has two long arms communicating with lakes at some distance from the coast by means of their respective rivers.

d. From St. John's to Battle Harbour. Labrador.

494 M. STEAMER of the Newfoundland Coastal Co. every alternate Tues., reaching *Battle Harbour*, on the coast of Labrador, on the sixth day (fare \$12). At Battle Harbour we connect with the steamer that runs along the Labrador coast in summer.

This trip may be recommended to those who are fond of the sea and not afraid of a little rough weather. The scenery at many points is sublime, and the monotony of the voyage is broken by many stoppages. If Labrador be included in the excursion, the traveller has an opportunity of making acquaintance with a strange, wild land, glittering with icebergs and occupied (along its coast) by a race of hardy fishermen.

After clearing *St. John's Narrows* (p. 105), the steamer passes *Torbay Head* (p. 108); *Cape St. Francis*, with its restless waves

breaking upon the 'Brandies', as the outlying rocks are called; the mouth of *Conception Bay* (p. 108); the grim cliffs of *Baccalieu Island*, the resort of myriads of sea-fowl; and *Grates Point*. It then enters the great ***Bay of Trinity**, 70 M. in length. Touching at (47 M.) *Old Perlican*, it then crosses to (68 M.) *Trinity* (1463 inhab.), which possesses one of the finest harbours in the world.

Round the shores of Trinity Bay 18,000 people are clustered, nearly all of them engaged in the fisheries. Many of them spend the summer in Labrador. The first Atlantic cable (1858) was landed at *Bay of Bulls Arm* at the head of this bay (see p. 103); and the existing cables emerge from the ocean at *Heart's Content* (p. 114), on its S. shore, after traversing the great submarine plain of 1500 M. between Newfoundland and the coast of Ireland. — On *Dildo Island* is a Government Hatchery for the artificial propagation of cod, an interesting experiment which has been extremely successful. About 425 millions of young codfish and 33 million lobsters were 'planted' here in 1890-93. About 1,877,000 lobsters have also been hatched in the various bays in Mr. Nielsen's 'floating incubators.'

The next call of the steamer is made at (87 M.) *Catalina* (1685 inhab.), a harbour of refuge at the N. entrance of Trinity Bay. — We next reach *Bonavista Bay*, having around its shores a population of 17,820. Much of the land is under culture. 107 M. **Bonavista**, its principal town (3550 inhab.), is a thriving place.

Some authorities hold that Bonavista was Cabot's 'Prima Vista' of 1497 (comp. p. 101), but the weight of evidence is in favour of Cape North, on Cape Breton Island, as his real land-fall.

116 M. *King's Cove* (590 inhab.). — Beyond (148 M.) *Greenspond* (1320 inhab.), situated on an island with fine fishing-grounds around it, the steamer's course is shaped for (214 M.) *Fogo* (813 inhab.), a harbour on an island of the same name, in **Notre Dame Bay**. The prosperous town of (232 M.) *Twillingate* ('*Toulinguet*'; 3694 inhab.), also on an island in Notre Dame Bay, is next reached. — 249 M. *Exploits* (495 inhab.), near the mouth of the *Exploits River* (p. 115). — 260 M. *Pilley's Island* is noted for its iron-pyrites mine, the quality of the ore being the finest in the world. About 40,000 tons of ore were shipped hence to the United States in 1893. — We are now in the famous copper-mining region, and extensive mining-operations are carried on at (293 M.) *Little Bay*, (309 M.) *Bett's Cove* (mines closed at present), and (317 M.) *Tilt Cove*.

Proceeding on her N. route, the steamer now approaches an important landmark: **Cape St. John**, the N. headland of Notre Dame Bay and the N.E. boundary of the French Shore. Here we glide along a vast wall of rock, 400-500 ft. high and 6 M. long, the summits presenting every imaginable shape into which rocks can be torn or sculptured. The points touched at between Cape St. John and the N. end of the island are (349 M.) *Coachman's Cove*, (399 M.) *Conche*, (435 M.) *St. Anthony*, and (450 M.) *Griguet*.

About 10 M. farther on we pass **Cape Bauld**, the N. extremity of Newfoundland — a dreary, desolate scene. Here, at times, great processions of stately icebergs may be seen moving to the S. through the *Straits of Belle Isle* (p. 2).

The steamer now steers across the E. entrance of the straits,

passing *Belle Isle* (p. 2), a treeless, barren, and desolate little island, 9 M. long and 3 M. broad.

Early mariners called it the '*Isle of Demons*', imagining that they heard here 'a great clamour of men's voices, confused and inarticulate, such as you hear from a crowd at a fair or market-place'. The grinding of the ice-floes and the crash of the lofty bergs during a gale would be quite sufficient to give rise to these superstitious fancies.

Soon after passing *Belle Isle* the steamer reaches its terminus at (495 M.) **Battle Harbour**, a sheltered roadstead on the coast of Labrador (p. 2), between *Battle Island* and *Great Caribou Island*. It is a great fishing-centre, and during the fishing-season it is crowded with boats and presents a very lively scene.

At Battle Harbour our boat connects with the steamer which plies along the Labrador coast in summer, going on two of her trips as far N. as (400 M.) *Nain* (see below). The fare is at the rate of \$2 per day. A month is required for the trip to and from *Nain* (from St. John's), and the total cost is \$50-60. The fine scenery and the invigorating atmosphere make this trip highly enjoyable to those who do not object to rough it a little.

The principal ports of call in Labrador are *Venison Island*, *Punch Bowl*, *Bateau*, *Indian Tickle*, *Grady*, *Indian Harbour*, *Rigolet*, *Holton*, *Cape Harrison*, *Turnavick*, *Cape Harigan*, *Hopedale*, and *Nain*, the last two Moravian Mission Stations. The missionaries stationed here are Germans, but most of them speak English. They willingly receive and entertain strangers. A fortnight may be agreeably spent at *Nain* or *Hopedale*, awaiting the return of the steamer. An opportunity is thus afforded of seeing the Christianized Esquimo who live around these stations.

The steamer carries a doctor on board, who does what he can for the fishermen at the different ports of call in cases of sickness and accident. When it is taken into account that in the fishing-season there are on the Labrador coast some 25,000 persons, many of them women and children, living in rude temporary huts on shore or on board the fishing-crafts, exposed to great hardships and perils, it will be seen how little one medical man moving up and down the coast in the mail steamer and having but an hour at each port, could do to aid such a multitude in time of sickness. The attention of the *Mission to Deep Sea Fishermen* in England having been called to the condition of the Labrador fishermen, their mission-ship *Albert* was sent there in 1892 in charge of Dr. Grenfell. She returned in 1893, and as a result of the mission two excellent hospitals have been established, at Battle Harbour and Indian Harbour. A doctor and trained nurse are placed in charge of each. The *Albert* cruises along the coast during the fishing-season, ministering to the sick, relieving the poor with donations of food and clothing, and carrying severe cases to the hospitals.

GRAND FALLS. *Rigolet* (see above) is the only port of call for the steamer in *Hamilton Inlet*, which is 30 M. wide at its mouth, while its head is 150 M. from the sea. Here *Grand River*, which flows from the interior of Labrador, discharges its waters. The **Grand Falls on this river were re-discovered in Aug., 1891, by Mr. H. Bryant of Philadelphia and Professor Kenaston of Washington. These explorers, after a most perilous and toilsome boat-journey of 250 M. up the river, reached the falls, which they describe as a most magnificent spectacle. The river leaps from a rocky platform into a huge chasm. The roar is deafening and can be heard at a distance of 20 M. An immense column of mist rises to a great height, showing a beautiful rainbow. The height of the falls was found on accurate measurement to be 316 ft. The cañon into which the river plunges is 25 M. in length, and below the falls the cliffs along its banks are 400-500 ft. high. The banks gradually narrow above the falls, and where it makes its final plunge the river is not more than 200 ft. in width. The rapids above the falls descend about 800 ft. The first white man who saw these falls, 30 years before, was a Scotsman named *McLean*, an official of the Hudson Bay Company. No one is known to have visited them since that time, and the

accounts of them were considered mythical. Ordinary tourists are not likely to visit the Grand Falls till a more practicable route is opened and present difficulties removed. The expedition of the Geological Survey of Canada, mentioned at p. 56, expects to visit the falls in 1894.

e. From St. John's to Harbour Grace by Railway.

83½ M. RAILWAY in 5 hrs. (1st class fare \$2.50, 2nd class \$1.70). One through-train daily. — The scenery on this line is very attractive, and the tourist should not omit to make this excursion.

The railway-station is at the E. end of *St. John's* (p. 105). The train runs at first towards the W. and soon reaches the shore of **Conception Bay*, which it skirts towards the S.W. (*Views to the right). — 15 M. *Topsail*, a pretty village with comfortable boarding-houses, is a favourite summer and bathing resort and has been somewhat ambitiously styled the 'Brighton of Newfoundland'. — 27 M. *Seal Cove*. — 33 M. *Holyrood*, at the head of the bay, presents some striking scenery, especially in the sea-arms.

Holyrood is about 15 M. from the *Salmonier River*, in which good salmon-fishing is sometimes obtained.

The line now runs inland. 45 M. *Brigus Junction* is the station for the thriving little seaport of (8 M.) *Brigus* (1540 inhab.).

At (57½ M.) *Whitbourne Junction* (Hotel) our line diverges to the right (N.) from the main line to *Heatherton* (see R. 18 g.). *Whitbourne* is a thriving village with saw-mills, railway workshops, and other industries, and is a favourite resort of excursion parties and anglers. — 66½ M. *Broad Cove* (p. 108); 79 M. *Tilton*.

83½ M. *Harbour Grace*, the second town of the island, with 7054 inhab., is a clean, well-built little place, finely situated on the W. shore of *Conception Bay*. It carries on a large trade. The handsome *Roman Catholic Cathedral*, destroyed by fire three years ago, has been rebuilt. The large fishing-establishment of *John Munn & Co.* is well worthy of a visit. The process of packing 'boneless codfish', tinning caplin (the best bait-fish), manufacturing glue from the skins of codfish, and making refined cod-liver oil can be seen here.

A carriage-drive of 18 M. from *Harbour Grace* to *Heart's Content*, passing through *Carbonear* (3756 inhab.), will be found very enjoyable. *Heart's Content* (1185 inhab.) lies on the E. shore of *Trinity Bay*, and is now world-famous as the W. terminus of the Anglo-American Co.'s cables. The officials here are most courteous and attentive to strangers and ready to explain all the mysteries of telegraphy.

f. From St. John's to Placentia by Railway.

84½ M. RAILWAY in 4 hrs. (fares \$2.55, \$1.70). This line affords an opportunity of visiting the quaint old French capital.

From *St. John's* to (57½ M.) *Whitbourne Junction*, see R. 18 e. At (64½ M.) *Placentia Junction* our line diverges to the left and runs to the S.W. past (78½ M.) *Ville Marie*.

84½ M. *Placentia* (*Bradshaw's* and *Verren's Inns*, unpretending, but clean and comfortable), a quaint little town with 560 inhab., on the bay of its own name (comp. p. 110), was founded and fortified by the French in 1660 and held by them till 1713 (comp. p. 102).

It lies on a shingly beach and is surrounded by exquisite scenery, especially along the arms of the sea, one of which runs 10 M. inland. In July they abound in sea-trout of the finest quality. The remains of the *Oldest Protestant Church* (Ch. of England) in the island are here, but in a most dilapidated condition.

The church contains a handsome silver communion service presented to it by William IV., who visited Placentia when a midshipman. On one of its old *Tombstones* is an inscription in the Basque language, the Basques having been among the earliest fishermen on the coast (comp. p. 102).

The old *Court House*, close to the church, contains some curiosities. Other objects of interest are *Castle Hill*, with remains of the French fortifications; *Point Verde* (3 M.); and *Lilly White Pond* (5 M.), famous for its trout.

A small steamer plies on the bay, affording a charming trip in fine weather. On the shores of the bay are *La Manche Lead* and *Silver Mine* and *Silver Cliff Mine*.

g. From St. John's to Heatherton.

296 $\frac{1}{2}$ M. NEWFOUNDLAND NORTHERN AND WESTERN RAILWAY in 10-12 hrs. (fares \$8.90, \$5.95). — This railway is part of the grand trunk line of Newfoundland, which, when completed, will cross the entire island from E. to W., a distance, as the line runs, of about 550 M. At present it is completed and in running order to *Heatherton*; but *Bay of Islands* and (possibly) *Bay St. George* will be reached in 1894, while the whole line is expected to be finished in 1895 or early in 1896. This railway opens up the most important farming, lumbering, and mining districts of the island. Its W. terminus, *Port-au-Basque*, will be connected by steamer with the Canadian railway system at *Sydney* (p. 92), a distance of about 100 M. At present trains run twice a week only. The contractor is *Mr. R. G. Reid*, of Montreal.

From St. John's to (64 $\frac{1}{2}$ M.) *Placentia Junction*, see R. 18 f. Beyond this point the train runs through a wild, rugged district, traversing the narrow isthmus that connects the peninsula of Avalon with the main body of the island. 72 M. *Long Harbour*; 89 $\frac{1}{2}$ M. *Ranem*; 91 $\frac{1}{2}$ M. *La Manche*; 99 $\frac{1}{2}$ M. *Arnold's Cove*; 107 $\frac{1}{2}$ M. *Come-by-Chance*; 119 $\frac{1}{2}$ M. *Northern*; 132 $\frac{1}{2}$ M. *Clareville*; 136 $\frac{1}{2}$ M. *Shoal Harbour*; 146 $\frac{1}{2}$ M. *Thorburn Lake*. At (154 $\frac{1}{2}$ M.) *Port Blandford*, where salmon and trout fishing may be obtained, the scenery improves. 167 $\frac{1}{2}$ M. *Terra Nova*, on a lake of the same name, is another favourite angling-resort (trout). 184 $\frac{1}{2}$ M. *Alexandria*. — At (192 $\frac{1}{2}$ M.) *Gambo* we cross the fine river of that name by an iron bridge. The river contains excellent trout, while *Lake Gambo* is famous for its land-locked salmon. — 207 $\frac{1}{2}$ M. *Benton*. — 233 M. *Gander River*, on *Gander Lake*, a fine sheet of water 33 M. long, on which good boating may be had. It is surrounded by dense forests. The train crosses the *Gander River*. — 257 $\frac{1}{2}$ M. *Exploits*, on the *Exploits River* (comp. p. 112), the valley of which contains 800 sq. M. of good agricultural land. Beyond *Exploits* the line turns to the W. and traverses a recently discovered coal region. 268 $\frac{1}{2}$ M. *Whiteway*; 279 M. *Fraser*. — 296 $\frac{1}{2}$ M. *Heatherton*, the present terminus.

Farther on, the line will follow the *Humber Valley* to a point near the head of the *Bay of Islands* (p. 111). Thence it will run towards the S. to *St. George Bay* (p. 111) and *Port-au-Basque* (p. 111).

h. From Hall's Bay to Bay of Islands.

This excursion across the island from E. to W. (120 M.) would be found of interest by the more adventurous tourist. The round trip from St. John's takes about three weeks. Two Micmac Indians or other experienced boatmen are required, and also a good tent, provisions, and other camp supplies.

Starting from St. John's, we take the steamer to (293 M.) *Little Bay* (see R. 18 d) and proceed thence by small boat to the mouth of *Indian Brook* in **Hall's Bay**. We ascend this stream by boat or canoe for 25 M. and then make a portage of 1 M. to *Indian Pond*, the first of a long chain of lakes, connected by small rivers. We follow these till we reach the N.E. end of *Grand Lake*, whence a portage of 9 M. brings us to the *Humber River*, which we descend to the *Bay of Islands*. Hence back to St. John's by steamer, see R. 18 c.

Within a short distance of the line of this route are two of the finest deer-stalking districts in Newfoundland. The first of these is the *White Hills*, near Hall's Bay; and the second is the *Barrens*, opposite *Sir John Glover's Island*, in *Grand Lake*. In their migration towards the S. in Sept. and Oct. the deer congregate in large numbers on the highlands overlooking the W. end of the lake.

19. St. Pierre and Miquelon.

STEAMERS of the *Société St. Pierreaise de Navigation à Vapeur* ply fortnightly from Halifax to the French islands of *St. Pierre* and *Miquelon*, taking about 3 days to the voyage (fare \$12). The steamers run to Sydney through the *Bras d'Or Lakes* by the route described at pp. 89-92, except when prevented by ice, and cross thence to *St. Pierre*, a distance of about 100 M.

A British company has recently undertaken to run a steamer between *St. Pierre*, Halifax, Channel (p. 111), and Placentia (p. 114), the particulars of which may be learned at St. John's.

The islands of **St. Pierre** and **Miquelon**, ceded by Great Britain to France as a shelter for her fishermen by the Treaty of Paris (1763) and now the only relics of the once great French empire in America, are situated at the mouth of *Fortune Bay* (p. 110), about 10 M. from the peninsula of *Burin* (p. 110), the nearest part of Newfoundland, and about equidistant (135 M.) from *Cape Race* (p. 109) and *Cape Ray* (p. 111). *Great Miquelon Island*, about 12 M. long, is connected by a sandy isthmus with *Little Miquelon* or *Langlade Island*, which is about the same size. The island of *St. Pierre* is much smaller, being only about 4 M. in diameter, but it is much the more important of the two, containing the capital and the only good harbour. The two islands, which contained in 1892 a resident population of 6247, of whom 5703 were in *St. Pierre*, are of immense importance to France as the station from which she carries on her fisheries on the Banks of Newfoundland. The fisheries along the so-called *French Shore* (p. 104) have dwindled till they are now visited only by 8-10 French vessels in the course of the year, while, on the other hand, the Banks fishery provides France with a very important part of her food supply. The average annual export of cod from the islands is about 70,000,000 lbs., and the number of fishermen employed is between 5000 and 6000. The fisheries are supported

by large bounties. Vegetation on the islands is of the poorest description, only a few garden vegetables being grown. Dense fogs prevail in summer and often hang over the islands for days together.

The town of **St. Pierre** (*Hôtel Joinville; International Hotel*), which lies on the E. side of the island, is the seat of the Governor of the Islands and is the landing-place of two trans-Atlantic cables. During the fishing-season it presents a very busy aspect, its roadstead often containing hundreds of fishing-vessels, while thousands of fishermen are temporarily added to its small population. The chief buildings are the *Governor's House*, the *Court of Justice*, the large *Church and Convent*, the *Hospital*, and the *Schools*. There are also some handsome *Private Dwellings*. Altogether, the little town is unique in character, and the traveller will find much to interest him in it and in the customs and manners of the fishermen who frequent it.

20. From Halifax to St. John.

a. Viâ Annapolis.

WINDSOR & ANNAPOLIS RAILWAY to (130 M.) *Annapolis* in $4\frac{1}{4}$ - $5\frac{3}{4}$ hrs. (fare \$3.80; parlour-car 80c.); *Steamer* of the *Bay of Fundy Steamship Co.* thence to (ca. 60 M.) *St. John* in 4 hrs. (through-fare \$4.50).

The railway traverses the picturesque 'Evangeline' district, rich in historic and poetic association, and the traveller will do well to stop off for a night or more at Wolfville and Kentville. The railway is well equipped, and its officials are notably courteous. The 'Flying Bluenose' leaves Halifax, under present summer arrangements, at 8.30 a. m. on Tues., Wed., Frid., & Saturday. At Annapolis the railway connects with the Yarmouth & Annapolis Railway for *Yarmouth*, to which through-carriages run from Halifax (comp. p. 123). The Y. & A. Ry. will very shortly pass into the possession of the Windsor & Annapolis Railway, which will then own a continuous line from Halifax to Yarmouth; and it is stated that, when this is accomplished, the Windsor & Annapolis Railway will change its present name for that of the *Dominion Atlantic Railway*. — The first part of the steamboat voyage, within the sheltered *Annapolis Basin*, is also picturesque; and the run across the *Bay of Fundy* is seldom rough in summer. The steamer is large and safe. — The traveller may dine or lunch either in the buffet-car or on the steamer.

Notman (comp. p. 20) publishes good photographs of this route.

From Halifax to (14 M.) *Windsor Junction*, see p. 74. Our line here diverges to the left from the route to Moncton and Quebec (R. 13) and runs towards the N.W. Beyond (27 M.) *Mt. Uniacke*, to the right, is *Uniacke Place*, an old-fashioned house between two small lakes. About $3\frac{1}{2}$ M. to the N. are the *Mt. Uniacke Gold Mines*, which produced 2300 oz. of gold in 1892. — To the left lies the pretty **Five Island Lake*. — 37 M. *Ellershouse* was founded by a German, Herr von Ellershausen, whose fine house stands to the left, and has lost its prosperity since his departure and the closing of his pulp-mill. — *Mt. Ardoise* ('Ardice'; 700 ft.) may now be seen rising to the right. We cross the picturesque *St. Croix*. 40 M. *Newport*, with gypsum quarries. As we enter Windsor we see King's College (see p. 118) on the hills to the left. The grass-

works of old *Fort Edward* rise just above the station, on the same side.

46 M. **Windsor** (*Dufferin Ho.*, at the station; *Victoria*, \$1½-2; *Fairfield Farm*, 1 M. from the town, well spoken of as a summer boarding-house; U. S. Consul), a prosperous little town and port, with 2838 inhab., lies on a point between the *Avon* and the *St. Croix*, which unite in a wide estuary below the town as they flow (under the name of *Avon*) into the *Bay of Minas*. It takes a high place among the ship-owning ports of Canada and exports large quantities of gypsum from the quarries of the vicinity. The town also contains an iron foundry, a cotton mill, a plaster mill (for grinding and calcining plaster), and other factories. It is the seat of *King's College* (see below).

To reach *King's College* we follow *Water St.* from the station to (3 min.) *Gerrish Street*, which we follow to the left, passing the *Post Office*, to (2 min.) *Gray Street*. Here we turn to the right and at the (3-4 min.) cross-roads take the second road to the left, with the plank side-walk. In about 3 min. more a gateway to the right, with a small lodge, admits us to the grounds surrounding *Clifton House*, an unpretending wooden cottage, which was the home of *Judge Thomas C. Haliburton* ('*Sam Slick*'; 1797-1865), a native of Windsor. (By crossing the field in front of the house we reach a view-commanding path, high above the *Avon*, by which we may return to the town.) — Continuing to follow the plank-walk from the entrance to the '*Sam Slick House*', we reach, passing a bridge over a ravine with some disused plaster quarries and through two gates, the (10 min.) plain old wooden building of *King's College*, with its Ionic portico. This college was chartered by *George III.* in 1788 and is now attended by 40-50 students. A good *View is here obtained of the town and its rivers. Close by are the *Collegiate School*, for boys, and *Edgehill*, a church-school for girls (75-100 pupils). — Other good points of view are the cupola of the *Court House*, a conspicuous red building on an adjoining hill, and the grassy ramparts of the abandoned *Fort Edward* (1759), just above the station.

Windsor, the Indian name of which was *Pisiquid* ('junction of the waters') was a thriving Acadian settlement before the expulsion of 1755 (see p. 119).

Steamers run from Windsor to *Parrsboro* (p. 72), *St. John* (p. 124), etc.

The railway runs through Windsor on the street-level and in quitting it crosses the wide *Avon* by an iron bridge 1400 ft. long. To the right is the road-bridge. The beauty of the view here depends largely on the state of the tide. At full tide we see a large and powerful river, with waters of a strange reddish hue; at low tide there is little but slimy expanses of red mud — 'an ugly rent in the land' — recalling, though on a larger scale, the similar effects on the English *Avon*, at *Bristol*. We now leave the *Avon* for a little, but regain it near (53 M.) *Hantsport*, a small but busy little ship-building port. Its shipping is owned almost entirely by the *Messrs. Churchill*, the wealthiest and largest ship-owners in the Dominion. We now skirt the wide estuary of the *Avon*, enjoying fine views, on our right front, over the *Minas Basin*. As we near (58 M.) *Avonport*, the bold *Cape Blomidon* (see p. 120) comes into prominence on the W. side of the basin, forming the dominant scenic feature for the next 10 M.

We now turn to the left (W.), leave the Avon, and cross the mouth of the *Gaspereau* at (60 M.) *Horton Landing*. We then traverse the *Cornwallis Valley*, the beginning of the so-called '*Garden of Nova Scotia*', with its extensive fruit-orchards and fertile pastures. We have also reached the '*Land of Evangeline*' (see below). At (61 M.) *Grand Pré* we see, to the right, a group of old willows marking the site of *Evangeline's* village.

64 M. **Wolfville** (*American Ho., Royal, Wolfville, Village Ho., Hawthorn Cottage*, all second-rate, \$4½), a small town with about 2000 inhab., engaged in ship-building and farming, is the best centre from which to visit the '*Evangeline District*', though it still lacks a comfortable hotel. It is the seat of *Acadia College*, a flourishing Baptist institution (60 students), situated on a hill at the W. end of the village. The *View from its front-steps (or, still better, from its belfry) includes the *Cornwallis Valley*, backed by the North Mt. (p. 121), ending in *Cape Blomidon*, the *Minas Basin* (p. 72), and the meadows of *Grand Pré* (see below). The village seen to the N., across an arm of *Minas Basin*, is *Kingsport* (p. 120). Near the college are *Schools* for girls and boys and a *Manual Training Hall*.

Evangeline District. The following round-drive of 10-12 M. will give a very fair idea of the district celebrated by Longfellow in '*Evangeline*' (fare for 1-2 pers. about \$2; 3-4 pers. \$3). — We ascend to the top of the ridge behind the town and follow the road along it towards the E. Behind this ridge lies the beautiful **Gaspereau Valley*, recalling to some extent the valley of the *Dee*, near *Aberdeen*; and the traveller should alight from his vehicle, near the little French burying-ground, and walk to the brow of the hill, in order to enjoy the view. Large quantities of the small fish called '*gaspereaux*' or '*alewives*' (*Alosa vernalis*; a kind of herring) are taken in the winding *Gaspereau*, for export to *India*; and trout may be caught in *Gaspereau Lake*. Numerous orchards are seen, forming a lovely sight in the blossoming season (first week in June). — After following the ridge for 2½-3 M. we descend to the left towards the hamlet of *Grand Pré*, passing the cross-roads supposed to be the site of '*Basil's Forge*'. The site of the French village, close to the station (see above), is marked by a clump of venerable willows, an old well, and the cellars of a few cottages. From this point we may drive to the N., across the expanse of fertile dyked meadows that gave name to the village; and the heart of the agriculturalist will rejoice in the splendid crops of hay with which they are covered. To the right, near *Horton Landing* (see above), is the point where the *Acadians* embarked on their expulsion. Ahead of us we obtain fine views of *Cape Blomidon* (p. 120), across the *Minas Basin*. On the seaward side of the '*Great Meadow*' is *Long Island*, a fertile ridge occupied by near a score of small farms, but no longer an island since the construction of reclaiming dykes. If desired, we can here drive right down to the beach before returning to *Grand Pré Station* and so back to *Wolfville* by the lower road. The reader of '*Evangeline*' must be warned that he need not look for '*the forest primeval — the murmuring pines and the hemlocks*'.

The **Expulsion of the Acadians** in 1755 was, as already indicated at p. 77, a simple act of self-preservation on the part of the British; and the pathos of Longfellow's poem must not blind us to this fact. 'Whatever judgement,' says *Parkman* ('*Montcalm & Wolfe*', chap. viii), 'may be passed on the cruel measure of wholesale expatriation, it was not put in execution till every resource of patience and persuasion had been tried in vain. The agents of the French Court, civil, military, and ecclesiastical, had made some act of force a necessity'. Perhaps the chief culpability of

Great Britain was in not occupying the provinces in such force as to convince the Acadians that they had nothing more to hope or fear from France. As it was, the simple-minded peasants were between two fires, and fell victims to French intrigue. The removal of the Grand Pré Acadians was entrusted to Col. Winslow, at the head of a body of New England troops; and it seems to have been accomplished with all the consideration that the circumstances allowed.

Another historic association with Grand Pré is the surprise, defeat, and capture of the Massachusetts regiment of Col. Noble by the French in 1747 (see *Parkman's* 'Half-Century of Conflict', chap. xxii).

A favourite drive from Wolfville leads through the fertile *Cornwallis Valley*, passing *Port Williams* (see below), to (13 M.) the point called the *'Look-Off'*, which affords a fine view over the Minas Basin. From this point the drive may be prolonged for about 8 M. to the top of *Cape Blomidon* (see below). The farms in the *Cornwallis Valley* are larger and more pretentious than those of the *Gaspereau Valley*.

Beyond Wolfville the train ascends along the *Cornwallis River*, views of which are obtained to the right. 66 M. *Port Williams*, considerably to the right of the railway.

71 M. *Kentville* (*McLeod's Hotel*, near the station, \$1½-2; *Kentville*, \$1½; *Rail. Restaurant*) is a very attractive little town of 1686 inhab., on the *Cornwallis River*, with the headquarters of the *Windsor & Annapolis Railway* and several mills and factories. Good fishing and shooting are obtained in the vicinity.

FROM KENTVILLE TO KINGSPORT, 14 M., railway in ¾ hr. (fare 50c.). — This branch-railway descends the fertile *Cornwallis Valley* (comp. p. 119), between rows of apple-trees, to (11 M.) *Canning* (*Waverley*, \$1½) and (14 M.) *Kingsport* (*Central House*, *Kingsport Hotel*, \$1¼). *Canning* may be made the starting-point of a delightful drive to the *Look-Off* (comp. above) and (9 M.) *Cape Blomidon*, the massive promontory, 670 ft. high, in which the *North Mountain* (p. 121) ends (*View from the top). *Kingsport*, with its fine sandy beach, nestles in a recess of *Minas Basin* and promises to become a favourite seaside resort.

A very charming excursion may be made from *Kingsport* by the daily steamer of the *Evangeline Navigation Co.* to *Parrsboro* (1½ hr.). The boat passes close to the foot of *Cape Blomidon*, affording the best view of this majestic promontory. Between *Blomidon* and *Cape Sharp*, where the strait between the *Minas Bay* and *Minas Channel* is only 4 M. wide, the tide rushes with tremendous velocity. Away to the W. lies *Cape Split*, twisted into its present position, says *Micmac* legend, by the demi-god *Glooscap*, whose favourite haunt was the *Basin of Minas*. As we approach *Parrsboro* (see p. 72) we obtain a good view of the rugged *Cumberland coast*, off which lie the *Five Islands* (p. 73), while in the background rise the *Cobequid Hills* (p. 73).

Stage-coaches run twice weekly from *Kentville* to (46 M.) *Chester* (p. 83), passing *Gaspereau Lake* and running through a picturesque district to the *Atlantic Coast*.

Beyond *Kentville* the train passes through a fruit-growing district, with several small stations. Near (83 M.) *Berwick*, with its camp-meeting grounds, we pass from the *Cornwallis Valley* to the **Annapolis Valley*, the 'Garden of Nova Scotia'. From (88 M.) *Aylesford* a coach runs to the S., passing the *Aylesford Lakes*, to *Dalhousie*. 98 M. *Wilmot* is the station for the *Wilmot Spa Springs* (*Hotel*, unpretending), 3 M. to the N., and the junction of a branch-line to the (3½ M.) *Torbrook Iron Mines*. — 102 M. *Middleton* (*Middleton*, *American*, \$1½; *Rail. Restaurant*), a growing village

with 600 inhab., is the junction of the *Nova Scotia Central Railway* (see below).

FROM MIDDLETON TO LUNENBURG, 74 M., *Nova Scotia Central Railway* in 3¾ hrs. (fare \$2.40). — This line runs to the S.E. across the peninsula, passing within easy reach of some of the lakes mentioned at p. 84. 4 M. *Nictaux*, near the *Nictaux Falls* and the *Torbrook Mines* (see p. 120); 12 M. *Albany*; 29 M. *Springfield*; 40 M. *New Germany*, a German settlement (comp. p. 76); 45 M. *Riversdale*; 56 M. *Bridgewater* (see p. 84); 67 M. *Mahone*. — 76 M. *Lunenburg*, see p. 83.

Beyond Middleton, the Annapolis Valley, clearly defined by the ridge of the *North Mountain* (500-700 ft.) to the right and that of the *South Mountain* (300-800 ft.) to the left, is very attractive, especially in the apple-blossom season (early in June). The *Annapolis River* flows to the left. 108 M. *Lawrencetown*. At (111 M.) *Paradise*, over the name of which Mr. C. D. Warner makes some perfectly uncalled-for merriment, we cross the river, which now flows to the right and rapidly increases in width. — 116 M. *Bridgetown* (Chute's Hotel, \$1.50), a small town with 1000 inhab., at the head of navigation on the Annapolis River. To the left lies *Bloody Brook*, the scene of a massacre of New England troops by the French and Indians. Between this point and Annapolis we have delightful views to the right over the widening and winding river, with the hills beyond. At (124 M.) *Roundhill* we meet and pass the train in the opposite direction.

130 M. *Annapolis* or *Annapolis Royal* (*Hillsdale*, \$2; *American, Clifton, Queen*, \$1½; *Rail. Restaurant*), a small seaport with about 1000 inhab., finely situated at the head of *Annapolis Basin*, is the oldest European settlement in America to the N. of Florida (see below). It carries on a brisk trade in fruit, and is frequented by summer-visitors for its scenery, pleasant climate, bathing, and fishing. The chief lion is the old *Fortress*, now dismantled, which dates back to the 17th cent. and covers nearly 30 acres of ground. Like Fort Edward (p. 118), it is Imperial property. The grassy ramparts command a charming *View over Annapolis Basin. Some of the older houses are quaint and picturesque, but none date from the French period.

De Monts and Champlain visited Annapolis Basin in 1604, and the *Baron de Poutrincourt*, a member of the expedition, was so impressed with the charms of nature here that he secured a grant and named it *Port Royal*. In the following year the survivors of the ill-fated settlement of St. Croix Island found refuge at Port Royal, and in 1606 *Lescarbot* arrived from France with a fresh body of settlers. The colony was abandoned in 1607 on the revocation of De Monts' privileges by the King of France. In 1610, however, Poutrincourt led another expedition to Port Royal, which flourished for a time, living on the most friendly terms with the Indians and converting a number of them to Christianity. This promising colony was destroyed in 1613 by a Virginian expedition under Argall, at the instigation of the Jesuits, with whom De Poutrincourt had quarrelled. The site lay vacant for some years, but was ultimately re-occupied by the French; and its history for the next century and a half is an endless record of attack, capture, and recapture, which prevented the place acquiring anything beyond strategic importance. It was from Port Royal that Charnisay sailed to attack La Tour at St. John (see p. 125). In 1710

Port Royal was finally captured by the New Englanders and re-named Annapolis (after Queen Anne); but their tenure of it was very precarious until after the expulsion of the Acadians in 1755. The last warlike scene took place here in 1781, when two American cruisers captured the fort and plundered the town.

From Annapolis to *Digby* and *Yarmouth* by railway, see R. 21.

The train runs out on to the steamboat-wharf at Annapolis, and passengers for St. John by this route keep their seats. The large paddle-steamer '*City of Monticello*', on which we here embark, descends the fine ***Annapolis Basin**, which, 16 M. long and $11\frac{1}{2}$ -5 M. wide, is enclosed between the 'gracefully moulded and tree-covered' heights of the *North* and *South Mountains* (p. 121). We have a good view of the ramparts of the old fort to the left as we leave the town; to the right, opposite Annapolis, lies the village of *Granville*. About $5\frac{1}{2}$ M. below Annapolis the centre of the channel is occupied by *Goat Island*. The steamer keeps to the right and passes near the entrance to *Digby Gut* (see below) before sweeping round to the left to reach the long pier at **Digby** (see p. 123), which lies near the centre of the S.W. end of the Basin, about 14 M. from Annapolis.

On leaving Digby, the steamer partly retraces her course and passes out into the Bay of Fundy by the curious ***Digby Gut**, a gap or cleft in the North Mountain, 2 M. long and $1\frac{1}{2}$ M. wide, with steep rocky sides 400-600 ft. high. The tide rushes through here with great velocity, and it is also usually swept by strong winds. On either side are small fishing-hamlets; and on *Prim Point*, to the left, is a lighthouse. — The **Bay of Fundy**, which we now cross (from Digby Gut to St. John, 42 M.), is a gigantic inlet of the Atlantic Ocean, 170 M. long and 30-50 M. wide, between the S.W. arm of Nova Scotia and the opposite coast of New Brunswick. The name is probably derived from the Portuguese '*Baya fondo*' (deep bay).

'The Bay of Fundy is celebrated for its tides, which are probably the highest in the world, the difference between high and low water being from 40 to over 50 feet in some places. At low tide muddy flats, often miles in extent, are laid bare, and the long estuaries of the rivers and streams are completely drained. The extraordinary height of the tides in this bay is due to its funnel-shaped form, and is greatest towards its narrow upper extremities, where in some places a dangerous broken wave or 'bore' is produced by the rising water' (*G. M. Dawson*).

As the steamer advances, we enjoy a good retrospect of the long ridge of the North Mt. (p. 121). As we approach the New Brunswick coast, *Cape Spencer*, with its lighthouse, appears to the right. Farther on, on the same side, is *Mispeck Point*, beyond which we enter the fine **Harbour of St John*, passing *Partridge Island*, with its light, on the left. On the W. (l.) side of the harbour is *Carleton*, with its church-spires, grain elevator, and martello tower. Our wharf lies to the right.

St. John, see R. 22.

b. **Viâ Moncton.**

275 M. *Intercolonial Railway* in 9-12 hrs. (fare \$4.50; parlour-car \$1, sleeper \$2). By this route travellers can pass between Halifax and St. John by land, without change.

The places passed on this route have been already described. From Halifax to (186 M.) *Moncton*, see pp. 71-74; from Moncton to (275 M.) *St. John*, see pp. 70, 71.

21. From Annapolis to Yarmouth.

87 M. *YARMOUTH & ANNAPOLIS RAILWAY* in $3\frac{3}{4}$ - $5\frac{1}{4}$ hrs. (fare \$3; parlour-car 55c.). Through-train from Halifax to Yarmouth in $8\frac{1}{4}$ - $10\frac{1}{4}$ hrs. (fare \$6.50; parlour-car \$1.25). Comp. p. 117.

From *Annapolis* (p. 121), where it connects with the Windsor & Annapolis Railway (R. 20), this line runs towards the S.W., skirting the shore of the *Annapolis Basin* (p. 122; views to the right). 8 M. *Clementsport*, at the mouth of the *Moose River*, a village of 800 inhab., near which are iron-mines. At (14 M.) *Bear River* (Hotel) we cross the stream of that name by a bridge 90 ft. high and nearly $\frac{1}{2}$ M. long. This district is famous for its cherries. Farther on, the train sweeps to the right (N.), round the S.W. extremity of Annapolis Basin, and reaches —

20 M. *Digby* (*Myrtle Ho.*, *Royal Hotel*, *Short's*, *De Balinhard's*, \$1.50), a popular little watering-place on Annapolis Basin, near *Digby Gut* (p. 122), with about 1000 inhab. and a long pier. The bathing, boating, and fishing are good. Numerous excursions are made to Digby in the fruit-season for the sake of its cherries (July), while its herrings, known as 'Digby Chickens', are famous throughout the Acadian provinces.

Beyond Digby the train crosses the isthmus between Annapolis Basin and **St. Mary's Bay* and then skirts the shore of the latter (views to the right). Across the bay are the hills of *Digby Neck*, a long narrow peninsula forming the S. prolongation of North Mt. (p. 121) and itself prolonged by *Long Island* and *Brier Island*. Beyond (42 M.) *Weymouth* (1200 inhab.) the line bends inland and follows the *Sissibou River* to *St. Bernard's*, regaining the shore of the bay at (46 M.) *Belliveau*. — The district of *Clare*, through which the railway now runs, is peopled by returned Acadian exiles, who have preserved their French characteristics almost unimpaired. The train passes several small stations and beyond (57 M.) *Meteghan* (800 inhab.) turns inland, running first to the S.E. and then to the S. Several other insignificant stations are passed in the region of lake and forest between this point and Yarmouth.

87 M. *Yarmouth* (*Grand Hotel*; *Lorne*, *Queen*, \$1 $\frac{1}{2}$ -3; *Yarmouth*; U. S. Commercial Agent), a prosperous seaport with 6089 inhab., ship-building yards, and a large trade in fish, lies at the head of a small harbour near the S. extremity of Nova Scotia. It claims to be the most maritime place of its size in the world and

ranks fourth (after St. John, Montreal, and Windsor) among the ship-owning cities of Canada. It is frequented by a considerable number of summer-visitors.

From Yarmouth to *Boston*, see R. 4b; to *Halifax* and intermediate ports by sea, see R. 15. Steamers also ply from Yarmouth to *St. John* (R. 22) and other ports. — Coaches ply to *Barrington*, *Shelburne*, etc.

The district of the *Tusket Lakes*, clustered round the *Tusket River*, to the E. and N.E. of Yarmouth, is considerably frequented for fishing (salmon, trout, alewives).

22. St. John.

Arrival. The INTERCOLONIAL STATION (Pl. E, 2; *Rail. Restaurant*), also used by the C. P. R. and other lines entering St. John, lies at the N. end of the city, $\frac{1}{3}$ - $\frac{1}{2}$ M. from the chief hotels. The 'Shore Line' for *St. Stephen* (R. 26) has its terminus at *Carleton* (comp. pp. 128, 138). — Most of the ocean-going steamers land at *Reed's Point* (Pl. D, 3), but the steamers of the Furness Line for Halifax and London (comp. pp. 75, 3) start at the *Corporation Pier* (Pl. C, 4) and those for Grand Manan (R. 27) at *Turnbull's Wharf* (Pl. D, 2). — Cabs (see below) meet the chief trains and steamers.

Hotels. *DUFFERIN HOUSE (Pl. a; E, 3), Charlotte St., cor. of King Sq., quietly and pleasantly situated, \$3; ROYAL (Pl. b; E, 2), 41 King St., \$3; VICTORIA (Pl. c; E, 2), 85 King St., \$2-2 $\frac{1}{2}$; NEW VICTORIA (Pl. d; D, 3), 250 Prince William St., \$2; CLIFTON (Pl. e; D, 3), Princess St., cor. of Germain St., \$2; STANLEY (Pl. f; E, 3), 47 King Square, \$1 $\frac{1}{2}$.

Tramways (electric) traverse the principal streets and run to *Indiantown* (p. 130; fare 5c.).

Cabs. Per drive within the city, 1 pers. 30c., each pers. addit. 20c.; per $\frac{1}{2}$ hr. 50c.; ordinary luggage free.

Steamers. *Ferry-Steamers* ply every $\frac{1}{4}$ hr. from the foot of Princess St. (Pl. D, 2) to *Carleton* (fare 2c.). — *River Steamers*, starting from *Indiantown* (bey. Pl. D, 1), run to *Fredericton* and intermediate points (see R. 23); to points on the *Kennebecasis* (p. 130); to *Washademoak Lake* (see p. 131); and to *Grand Lake* (p. 131). — *Sea-going Steamers*, starting from *Reed's Wharf* (Pl. D, 3), run to *Eastport*, *Portland*, and *Boston* (see R. 4a); across the Bay of Fundy to *Digby* and *Annapolis* (R. 20a); to *Parrsboro* (p. 72) and *Kingsport* (p. 120); to *New York* (p. 7); to *London*; and to various other ports.

Places of Amusement. *Opera House* (Pl. E, 2), 203 Union St. — Concerts, etc. are given at the *Mechanic's Institute* (Pl. E, 2), *Carleton St.*, *Carleton City Hall* (Pl. B, 2), and *Union Hall*, *Portland*. — *Shamrock Club Grounds*, near Fort Howe (p. 128); *St. John Club Athletic Grounds*, in the E. part of the city. — *Skating Rink*, City Road; *Bicycle Academy* (Pl. 5; D, 3), Charlotte St.; *St. Andrew's Curling Club* (Pl. D, 3), Charlotte St.; *Thistle Curling Club*, Golding St. — *Moosepath Trotting Park*, see p. 129. — *Union Club*, Germain St.

Consuls. United States, *John S. Derby*; Germany, *Robert Thomson*; French Consular Agent, *Fred. E. Sayre*; Italy, *O. Olive Thomas*; Austrian and Scandinavian Vice-Consul, *John H. Thomson*.

Post Office (Pl. D, 2), Prince William St. (open from 6.30 a.m. to 9 p.m.; Money Order Office 9-4).

St. John, the largest city and commercial centre of New Brunswick and the leading ship-owning city of Canada, is picturesquely situated in 45° 14' 6" N. lat. and 66° 3' 30" W. lon., at the point where the *River St. John* pours its waters into the Bay of Fundy. The shortest available winter-route between Liverpool and Montreal (3553 M.) is that viâ St. John. The population in 1891, including *Portland* (p. 127), was 39,179, giving it the sixth place among the cities of the Dominion. The main part of the city, which is well built of red brick and regularly laid out, lies on the E. side of the harbour,



ST. JOHN.

1:33,600

Scale in Feet and Metres.

Convent
Dover

- 1. Bank of British N. America E. 2.
- 2. " " Montreal D. 2.
- 3. " " New Brunswick D. 2.
- 4. " " Nova Scotia D. 3.
- 5. Bigg's Hall D. 3.
- 6. Dominion Savings Bank D. 3.
- 7. Halifax Banking Company D. 2.

but the thriving suburb of *Carleton* (p. 128) is situated on the W. side. The site of the city is a rocky and ridgy peninsula, through which streets could be cut and levelled only by dint of prodigious labour and expense; and the visitor is met every here and there by protruding masses of slaty rock which remind him of the patience and energy of the original settlers. The deep and commodious harbour is open for navigation all the year round and is the only harbour on the Atlantic coast to the N. of Baltimore that is never obstructed by ice. In the world of commerce St. John is chiefly known for its immense shipments of lumber, but it also carries on a considerable trade in plaster, fruit, flour, furs, and other articles, besides important fisheries. Its manufactures include cotton and woollen goods, steam-engines, machinery, railway-plant, leather, and paper. *King Street* (p. 126) is the chief business-thoroughfare, while the finest private residences are chiefly in or near *Queen Square* (p. 126), along *Germain Street* (p. 127), and at *Mt. Pleasant* (p. 127).

History. St. John owes its name to Champlain and De Monts, who first visited the harbour on the day of St. John the Baptist (June 24th), 1604, finding here a settlement of Micmac Indians, on Navy Island (p. 128). The first permanent European settlement in New Brunswick was made in 1631-5, when *Charles de la Tour*, who had received a grant of this part of Acadia, built a fort on St. John Harbour†. La Tour here carried on a lucrative fur-trade with the Indians for some time, but unfortunately became involved in a dispute with his rival and enemy, *D'Aulnay Charnisay* of Port Royal (p. 121), who had the more powerful influence at his back in France. In 1643 Charnisay attacked Fort La Tour with six ships and 500 men. La Tour, however, succeeded in escaping in a friendly ship from La Rochelle, and returned from Boston with so powerful allies that Charnisay had to raise the siege and retreat. Two years later, taking advantage of a moment when La Tour was absent and the garrison weak, Charnisay returned to the attack; but met with an obstinate resistance from the heroic Huguenot wife of La Tour, and finally gained his point only through the treachery of a Swiss sentinel. He hanged the whole garrison before the eyes of Mme. de la Tour, who, soon after, died heart-broken (see *Whittier's* ballad). Charnisay destroyed La Tour's fort and built another one on the opposite side of the harbour. He died in 1650; and La Tour ultimately regained possession of his lost domain by marrying his widow (1653). In 1654 Fort La Tour, with the rest of Acadia, was seized and occupied (till 1670) by an expedition despatched by Oliver Cromwell. Between 1690 and 1758 the mouth of the St. John was the scene of several naval encounters between the French on the one side and the British or New Englanders on the other; but it was not till the latter year that the post was captured by an Anglo-American force. The fort captured at this time was renamed *Fort Frederick*. In 1762-5 a few New Englanders, led by *Messrs. Simonds, White, and Peabody*, formed a small settlement here; and in 1777, after the destruction of Fort Frederick by American privateers in 1775, the fortification known as *Fort Howe* (p. 128) was erected. The real foundation of the present city of St. John dates, however, from 1783, during which year a body of about 10,000 United Empire Loyalists landed in the harbour. New Brunswick was made a separate province the following year, and its first Legislature met at St. John on Jan. 3rd., 1786. The settlement was at first called *Parr Town*, after the then Governor of Nova Scotia, but it

† The site of this fort is disputed, but the weight of evidence seems in favour of *Parkman* and *Ganong*, who place it on the E. side of the harbour, probably at Portland Point (Pl. D, 1).

was soon rechristened. The charter of St. John dates from May 18th, 1785, making it the oldest incorporated town in Canada. The seat of government was removed to Fredericton in 1788 (see p. 133). In 1824 St. John contained 8000 inhab. and possessed 16,000 tons of shipping. In 1839 these figures had risen to 9000 and 80,630. The population in 1851 was 27,745, in 1871 it was 28,805, and in 1881 it was 41,353 (including Portland), since which there has been a slight retrogression (see p. 124). In 1837, and subsequently, the city was visited by destructive conflagrations; but the memory of these has been entirely swallowed up by the *Great Fire of 1877* (June 20th), which swept away fully one-third of the city, rendered 15,000 people homeless, and destroyed property to the value of \$29,000,000 (5,800,000 l.). Since then the city has been rebuilt on a much more substantial scale; but many traces of the fire can still be seen in the shape of ruins of houses, vacant sites, and gaping cellars.

General Benedict Arnold lived and carried on business at St. John from 1786 to 1791.

In the fiscal year 1892-3 the total value of the exports of St. John was \$3,943,867, of the imports \$3,603,093. Alewives, shad, and salmon are caught in the harbour to the annual value of \$60,000. In 1891 it contained 773 industrial establishments, employing 5878 hands and producing goods to the value of \$8,050,230. The extreme range of temperature is from about 15° below zero (Fahr.) to 85° above.

KING SQUARE (Pl. E, 3), near the centre of St. John proper, may be conveniently taken as the starting-point of our walks about town. The square, which is planted with trees, contains a fountain and two monuments: — one commemorating the landing of the loyalists in 1783 (p. 125) and the date of the city charter (1785), the other to the memory of a brave youth, *J. F. Young* (d. 1890), who was drowned in the endeavour to save another's life. On the E. side of the square are the *Court House* (Pl. E, 3) and *Gaol*. On the W. side is the *Market* (Pl. E, 2), above which are the rooms of the *Historical & Natural History Societies*, containing many interesting relics and specimens. — To the E., King Square is adjoined by the **OLD GRAVEYARD** (Pl. E, 3), now used as a public garden, with many old tombstones and quaint epitaphs.

The wide **KING STREET** (Pl. D-F, 2, 3), with many of the principal shops, banks, and hotels, descends from King Sq. towards the W., crossing *Market Square*, where carters congregate with their 'slovens' (curious low-hung carts), and ending at the *Market Slip* (Pl. D, 2), which was the landing-place of the Loyalists (p. 125). — **PRINCE WILLIAM STREET** (Pl. D, E, 2, 3), running to the S. from Market Sq., passes the *Bank of Montreal* (Pl. 2; D, 2); the *Post Office* (Pl. D, 2), at the corner of Princess St.; the substantial stone building of the *City Hall* (Pl. D, 3), opposite the last; the *Bank of New Brunswick* (Pl. 3; D, 2, 3); and the large and handsome **Custom House** (Pl. D, 3), with its dome and towers (views from roof). The street ends at **REED'S POINT WHARF** (Pl. D, 3), the landing-place of most of the sea-going steamers. — We may continue our walk from this point along the water's edge to the **MILITARY GROUNDS**, with the *Exhibition Buildings* (Pl. D, 4).

Returning towards the centre of the city via **CHARLOTTE STREET** (Pl. D, E, 3, 2), we soon reach **QUEEN SQUARE** (Pl. D, 3), surrounded by many handsome homes, including that of the late *Lieut. Governor*

Boyd (d. 1893; N. side) and the effective and well-proportioned residence of *Mr. Simeon Jones* (N.E. angle). On the N. side is the *Queen Square Methodist Church*, and on the W. side are the *Bicycle Academy* and the rink of *St. Andrew's Curling Club*. — In Charlotte St., farther on, to the left, stands the large ***Trinity Church** (Pl. E, 3), the front of which is turned towards Germain St. This handsome building, with its tall steeple, occupies the site of the church built by the Loyalists in 1788, which was destroyed by the fire of 1877.

The INTERIOR is noticeable for its roomy chancel and good stained-glass windows. At the W. end of the church is an old carved wooden *British Coat-of-Arms*, brought by the Loyalists from the old Town House at the evacuation of Boston in 1776.

In Charlotte St., just beyond King Square, is the building of the *Young Men's Christian Association* (Pl. E, 2).

GERMAIN STREET (Pl. D, E, 3, 2), running parallel with and between Prince William St. and Charlotte St., contains many handsome private residences; a large *Baptist Church* (Pl. D, 3); *St. Andrew's Presbyterian Church* (Pl. D, 3); the handsome *Union Club*; the rooms of the *Church of England Institute*, adjoining the last; and the *Public Library* and *Masonic Temple* (Pl. E, 3), adjoining Trinity Church. At the N. end of the street is *St. John's*, or the *Stone Church* (Pl. E, 2), which is adjoined by the *Mechanics' Institute*.

Among the other buildings of note in the part of the city to the S. of King St. are the *Marine Hospital* (Pl. E, 3); the *Wiggins Asylum for Male Orphans* (Pl. E, 4), a handsome building of red and grey sandstone; the *Mater Misericordiae Hospital* (Pl. E, 3), Sydney St., opposite Orange St.; the *Centenary Methodist Church* (Pl. E, 3), a handsome building with a seating capacity of over 2000; the *Leinster St. Baptist Church* (Pl. E, 3); *St. David's Presbyterian Church* (Pl. E, 3), Sydney St.; *St. John the Baptist's Church* (Pl. D, 4; R. C.) and *St. James's Church* (Pl. D, 4; Epis.), Broad St.; the *Victoria Girls' High School* (Pl. E, 3) and the *Madras School* (Pl. D, 3), Duke St.

Waterloo Street (Pl. E, F, 2), beginning at the N.W. angle of the Old Graveyard (p. 126), leads to the ***Roman Catholic Cathedral** (Pl. E, F, 2), a large Gothic building of marble and sandstone, 200 ft. long, with a lofty spire.

The architecture of the INTERIOR is simple and severe, and the stained-glass windows are unusually good for a modern church. The transepts are 110 ft. long. Over the S.E. door is a basrelief of the Lord's Supper.

Adjoining the cathedral, in Cliff St., are the *Bishop's Palace* and an *Orphan Asylum*. On the other side of the cathedral is a large building occupied by the *Sisters of the Good Shepherd*, with a home for fallen women.

Farther on, Waterloo St. passes the *City Hospital* (Pl. F, 2), a circular building with two large wings on a commanding height (view). The street ends at the *Marsh Bridge*, at the head of *Courtenay Bay*, the arm of the sea to the E. of the St. John peninsula.

The old city of St. John is separated from **Portland** and the heights of **Mt. Pleasant** by a deep ravine traversed by the *Intercolonial Railway* (comp. Pl. E, F, 2). In the valley are the *Skating Rink*, *St. John's Church* (Pl. E, 1), and *St. Stephen's Church* (Pl. E, 1). The visitor should not omit to cross the valley (easiest route viâ Cobourg

and Garden Sts., Pl. E, 2) and ascend the opposite heights for the sake of the view from the summit. The best points of views are *Reed's Tower* (Pl. F, 1), erected by the late Mr. Robert Reed (d. 1893), and the flat roof of the *Convent of the Sacred Heart* (Pl. F, 1), to which strangers will generally be admitted on courteous application to the Mother Superior. The convent, the nucleus of which was a large private house, known as Reed's Castle, afterwards expanded for a hotel, is the seat of a well-equipped school for girls.

The *View includes the city, with its fine harbour and *Courtenay Bay*; the suburb of *Carleton* (see below), on the opposite side of the harbour; *Lily Lake*, to the E.; the irregular wood-clad limestone hills to the N., with stretches of the *Kennebecasis*, etc.

Another good point of view is ***Fort Howe Hill** (Pl. D, 1), a mass of limestone crowned by the remains of the old fort of that name (p. 125). An old well here, once used by the garrison, is now choked with rubbish (a fact not altogether creditable to the people of St. John). Here, too, is *Jenny's Spring*, so named from the tradition that it was here that Cobbett, then a soldier in the 54th regiment, fell in love with his future wife, then a girl of thirteen.

"In about three mornings after I had first seen her, I had, by an invitation to breakfast with me, got up two young men to join me in my walk; and our road lay by the house of her father and mother. It was hardly light, but she was out on the snow, scrubbing out a washing-tub. 'That's the girl for me', said I, when we had got out of her hearing" (Cobbett). About six months later Cobbett's regiment was removed to Fredericton, while the girl returned to England. He sent her the whole of his savings, amounting to 150 guineas, begging her 'not to spare the money, but to buy herself good clothes, and to live without hard work'. Nevertheless, when he returned to England at the end of four years, he found his "little girl a servant of all work at five pounds a year, and without hardly saying a word about the matter, she put into my hands *the whole of my 150 guineas unbroken*". It is satisfactory to know that their marriage was as happy as it should have been.

Carleton, a busy but not especially attractive suburb, except for the view it commands of St. John, is most easily reached by steam-ferry (2 c.; Pl. C, D, 2), a trip which affords a good idea of the busy life of the *Harbour*. The salmon weirs are a conspicuous feature at low water. A little above the ferry is *Navy Island* (Pl. C, 1, 2), 'opposite which' La Tour built his fort (p. 125). On the highest point of Carleton is a *Martello Tower* (Pl. A, 3), constructed in the war of 1812, the *View from which well repays the small trouble of reaching it. Some of the *Carleton Churches* are rather handsome buildings. A large *Grain Elevator*, at the Carleton termination of the C.P.R., is a conspicuous object. About 1/2 M. to the S.W. of the Martello Tower is the *Bay Shore*, a bathing-beach and popular resort.

Last, but by no means least, among the lions of St. John are the famous ***Falls of the River St. John** (Pl. A, 1), the chief characteristic of which is well denoted by the epithet 'reversible', applied to them by an American humorist. They are most directly reached by tramway to the end of Douglas Road (Pl. B-D, 1) and thence (1 M.) by omnibus (5 c.). The best view of them is obtained from the *Sus-*

pension Bridge (Pl. A, 1), which hangs directly over them, with a span of 640 ft. and a height of 70 ft. above high-water.

The *River St. John*, which is at places 4-5 M. wide (comp. p. 130), here makes its way into the sea through a channel only 450 ft. across, hemmed in by limestone cliffs 100 ft. high. At low tide the river falls about 15 ft. into the harbour; but the strong and impetuous Bay of Fundy tide, which here rises about 25 ft., counterbalances this fall at high water and, indeed, entirely 'reverses' it. At a little more than half-tide the river here is level and easily navigable.

The visitor who has sufficient time at his disposal is strongly advised to visit the Falls both at high and low water, in order to have ocular proof of this very remarkable phenomenon.

Just above the Suspension Bridge is the fine *Cantilever Railway Bridge* of the C.P.R. (see p. 33), 120 ft. above low water. It cost \$600,000.

Just beyond the Suspension Bridge is the large building of the *Provincial Lunatic Asylum* (Pl. A, 1), which, with its farm-annex, accommodates nearly 500 patients. — We may easily combine a visit to the Falls with that to Carleton, as the Lunatic Asylum is only about $\frac{3}{4}$ M. from the Martello Tower (p. 128).

Environs of St. John.

One of the favourite drives of the St. Johnians is the *MARSH ROAD*, beginning at the Marsh Bridge (p. 127) and following what is supposed to be an ancient channel of the St. John River. This road passes ($1\frac{1}{2}$ M.) the *Rural Cemetery* and the ($1\frac{1}{2}$ M.) *Moosepath Racing Park* and may be followed along *Kennebecasis Bay* to (6 M.) *Rothsay* (p. 71). — The first road to the right beyond the Marsh Bridge leads to (2 M.) the *Roman Catholic Cemetery*, (1 M.) the *Silver Falls*, and (7 M.) *Loch Lomond* (*Ben Lomond Hotel*), which is much frequented for boating, fishing, and shooting. — *Lily Lake*, about $1\frac{1}{2}$ M. from King Sq., viâ Mt. Pleasant (see p. 128), is a charming little boating and skating resort. — The *SHORE ROAD* to *MISPECK* diverges to the right from the Loch Lomond road, about $\frac{1}{2}$ M. from the Marsh Bridge, and skirts the shore of *Courtenay Bay*, which at low-water is an expanse of dark sand. Horse-races used to be held here when the tide was out. In about $\frac{3}{4}$ M. we pass the *Alms House*, opposite which are the large buildings of the *Reformatory & Industrial School* (formerly the Penitentiary). *Mispeck Point* is about 9 M. from the city, and the village of *Mispeck* is about 1 M. farther on. — The so-called *MAHOGANY ROAD* (a corruption of the Indian *Manawagonish*), beginning beyond the Suspension Bridge (p. 128), runs through the village of *Fairville* (1000 inhab.) and thence to the S.W. to (7 M.) *Spruce Lake* (p. 138). It affords good views over the *Bay of Fundy* (p. 122).

From St. John to *Fredericton* and other points on the *St. John River* and its tributaries, see R. 23a; to *Fredericton* by railway, see R. 23b; to *Halifax* viâ the *Bay of Fundy*, see R. 20a; to *Halifax* by railway, see R. 20b; to *Moncton* and *Quebec*, see R. 13; to *Montreal*, see R. 7; to *St. Andrews* and *St. Stephen*, see R. 26; to *Campobello* and *Grand Manan* (viâ *Eastport*), see R. 27; to *Portland* (*Boston*) by railway, see R. 28; to *Boston* by sea, see R. 4.

23. From St. John to Fredericton.

a. By River.

84 M. STEAMER of the *Star Line* in 7-10 hrs., starting daily from *Indian-town* (comp. Pl. D, 1) at 9 a.m. (fare \$1; meals 50 c.). This is a pleasant trip for those who have time for it, especially when the banks glow with the rich colours of the autumn foliage. The steamers are unfortunately old and slow (especially the 'Olivette') and seem to call at almost every farmhouse on the river; but if the time of the voyage were diminished to

5-6 hrs., as it easily might be with better boats, it could be more unhesitatingly recommended. The words right (r.) and left (l.) are used in the following description in reference to persons ascending the river. Most of the intermediate landings are made by small boats. Some of the side-trips, such as those up the *Kennebecâsis* and to *Grand Lake*, are also attractive. Full particulars as to the small steamers engaged in these services will be found in the daily papers.

The *St. John*, 450 M. in length and much the largest river in New Brunswick, rises in the great forests of the N. part of Maine and flows at first towards the N.E. and afterwards to the S.E. For about 70 M. it forms the boundary between Maine and New Brunswick. It is navigable for steamers of some size up to (84 M.) *Fredericton*, and for smaller vessels to *Woodstock*, 65 M. farther up, or even to *Grand Falls*, nearly 220 M. from the sea. 'It is noteworthy that, though the general course of the *St. John* is nearly parallel to the line of the E. coast of New Brunswick, it cuts across the principal lines of elevation and the usual N.E. and S.W. trend of the rocks of the province upon which the positions of these elevations depend' (*G. M. Dawson*). The *St. John* drains nearly half of the entire area of New Brunswick, besides a large tract of Maine. Among its chief tributaries are the *St. Francis*, the *Madawaska*, the *Aroostook*, the *Tobique*, the *Nashwaak*, the *Oromocto*, the *Washademoak*, the *Salmon*, and the *Kennebecâsis*. A large part of its basin is covered with pine and other forest, and immense quantities of timber are floated down the river. It received its present name from *De Monts* in 1604 (comp. p. 125); the Indians called it *Ouygoudy* ('highway') or *Looshtook* ('long river').

St. John, see p. 124. In order to escape the *Falls* (p. 128), the steamers start at *Indiantown*, a suburb just above the *Suspension and Railway Bridges* (p. 129), reached by electric car (5c.). As we leave we enjoy a fine retrospect of the city, with the bridges spanning the gorge through which the *St. John* forces its way to the harbour. The banks, at first, are high, steep, and picturesque, with numerous lumber-mills, limestone quarries, and lime-kilns. Near the promontory named *Boar's Head* (r.), about 3 M. from *Indiantown*, the river expands into *Grand Bay*, about 5 M. across, while behind (l.) lies *South Bay*, with its numerous saw-mills. To the right opens **Kennebecâsis Bay*, the estuary of the *Kennebecâsis River* (p. 70), with *Kennebecâsis Island*.

This bay, which also receives the waters of the *Hammond River*, is 1-4 M. wide and navigable for large vessels for 20-25 M. It contains many islands and includes the famous *St. John* rowing-course (comp. p. 71).

Beyond *Grand Bay* the river again contracts. Its windings often close up the apparent channel and make it look like a series of lakes. The hills which enclose it are here about 200-400 ft. in height. The railway (p. 32) is seen to the left.

9 M. (l.) *Brundage's Point*, one of the landings for *Westfield* (*Westfield Hotel*), a favourite little summer-resort at the mouth of the *Nerepis*, with a sandy beach. — The river here bends to the N.E. (r.), and we enter the so-called **Long Reach**, a straight stretch of the river, 16 M. long and 1-3 M. wide. To the left rises the ridge called the *Devil's Back*. River-craft of various kinds are met here, including small tug-steamers drawing enormous timber rafts.

10 M. (l.) *Brittain's Point*. — 11 M. (l.) *Nat. Belyea's*. — 12 M. (l.) *Jas. Belyea's*. — 17 M. (l.) *Pitt's Landing*. — 17½ M. (r.) *Laskey's Landing*. — 19 M. *Brown's Flat* (l.). — 20 M. (l.) *Sam.*

Belyea's. — 20 $\frac{1}{2}$ M. *Pugsley's Island*. — 21 M. (r.) *Kingston Wharf*. — 25 M. (l.) *Oak Point*, a pretty little hamlet with a lighthouse and church. Numerous islands stud the river here.

Just beyond *Oak Point*, to the left, is a long narrow peninsula named *The Mistake*, so called because the inlet between it and the W. bank is apt to be taken for one of the channels of the river.

26 M. (r.) *Sterritt's*, at the mouth of *Kingston Creek*, an arm of *Belleisle Bay* (14 M. long and 1 M. wide), which here opens to the right.

29 M. (r.) *Palmer's Point*. — The river now bends again to the N.W. (l.).

30 M. (l.) *John Vanwart's* (Evandale Hotel). — 30 $\frac{1}{2}$ M. (r.) *David Vanwart's*. — 31 M. *John Allen's*, at the foot of *Spoon Island*. On the main land at this point are some famous granite quarries. — 32 M. (r.) *Black's*. — 33 $\frac{1}{2}$ M. *Case's*, near the head of *Spoon Island*. — 34 M. (l.) *Hampstead* (Hotel), nearly opposite the end of *Long Island*, a fertile hay-growing strip, 6 M. long, with fine elms and two ponds. — 35 M. (r.) *Golding's*.

About 2 M. above this, to the right, partly concealed by *Little Musquash Island*, is the mouth of *Washademoak Lake*.

Washademoak Lake, really an expansion of the river of that name, 25 M. long and $\frac{1}{2}$ -2 M. wide, is visited more or less regularly by a small steamer from St. John, but offers few inducements to the tourist.

40 M. (l.) *Otnabog*, at the outlet of the lake of the same name, nearly opposite the upper end of *Long Island*. — 42 M. (l.) *McAlpine's* (*Halfway Clump*), opposite *Upper Musquash Island*. — 47 M. (r.) *Scovil's Point* (lighthouse). — 50 M. (l.) *Gagetown*, behind the peninsula of *Grimross Neck*, is the principal place on the river between St. John and Fredericton (pop. 700). It is shire-town of Queen's Co., is beautifully situated, and has several churches and public buildings.

To the right, at this point, on the other side of the peninsula, is the mouth of the *Jemseg River*, the outlet of *Grand Lake* (see below).

A small steamer plies regularly from St. John to Grand Lake (see daily papers). After quitting the St. John River, it ascends the slow and winding *Jemseg*, the mouth of which was once guarded by a strong fort erected by the French in 1640. Half-a-century later *M. de Villebon*, Governor of Acadia, made his headquarters here, an honour that was transferred to *Nashwaak* (Fredericton) soon after. — *Grand Lake*, which is 30 M. long and 3-9 M. wide, is surrounded by a farming and coal-mining country. The usual terminus of the steamer is *Coles' Island*, but the *Salmon River*, flowing into the N. end of the lake, is navigable for some distance.

The hills which have hitherto bordered the St. John now disappear, and the rest of the trip passes through a fertile 'intervale' district, overflowed by the spring freshets. The river bends to the left. 53 M. (l.) *Grimross Canal*. — 56 M. (l.) *Gunter's*. — 60 M. *Upper Gagetown*, a small village with a pier.

Beyond *Gilbert's* or *Maugerville Island* we call at (64 M.) *Sheffield* (r.), a little above which is the building formerly used as the

Sheffield Academy. The river here flows nearly E. and W. To the left we have a charming view of (68 M.) *Burton*, with its church-spire rising from a sea of green foliage. Opposite (r.) lies *Upper Sheffield*. — We now pass *Middle Island* and reach (71 M.; r.) *Maugerville*, the first English settlement in New Brunswick (1763). In 1776 the majority of the inhabitants declared in favour of the Colonies and against Great Britain — a declaration that entailed no serious consequences except to themselves!

73 M. (l.) *Oromocto*, a village with a landing-stage, at the mouth of the *Oromocto*, in which trout and pickerel may be caught. A fort for protection against the Indians was erected here. Opposite lies *Oromocto Island*.

From about this point all the way to Fredericton the river is lined with timber-booms, anchored by stone-filled piers. The 'shear-booms', attached to the main booms, are for catching passing logs. Lumbermen are seen at work in all directions, and tiny tug-boats are hauling log-rafts. Indians in birch-bark canoes may be encountered here, if not lower down.

75 M. (r.) *Upper Maugerville*. — 79 M. (l.) *Glasier's*.

The first part of Fredericton to come in sight is the University, on the hills to the left. Then the Cathedral spires and the dome of the Parliament Buildings are seen over a low point to the right. About 1 M. before reaching the city we pass a busy saw-mill on the left. Finally we pass through the 'draw' of the fine *Railway Bridge* and moor at the wharf to the left, between the bridges. On the opposite bank (r.) lie *Gibson* and *St. Mary's* (see p. 134). The hotels, which are within a few hundred yards of the wharf, send carriages to meet the steamer (no charge).

84 M. (l.) **Fredericton** (**Queen, Barker Ho.*, \$2-2½; cab 25 c. per drive within the city; U. S. Consular Agent), the capital of New Brunswick, is a very attractive little city of 6502 inhab., pleasantly situated on the right bank of the St. John, with wide elm-shaded streets, good shops, and many handsome buildings. Its five main streets, running parallel with the river — *Queen, King, Brunswick, George, and Charlotte* — were laid out in 1785 and were named by Governor Thomas Carleton in honour of the reigning family of Great Britain. The main *raison d'être* of the city is the presence of the Provincial Government Offices, but it also carries on a few manufactures and a large lumber-trade, while it is the distributing point for the surrounding country. It is an important centre for the sportsman (see p. 134). Fredericton is the seat of a military school and of a company of active militia. The river, here ¾ M. wide, is crossed by a railway-bridge (p. 69) and by another, known as the *White Bridge*, for carriages and foot-passengers.

In 1692 *Governor Villebon* (p. 131) transferred his headquarters from Jemseg to the mouth of the *Nashwaak* (p. 134), opposite Fredericton, in order to be nearer his Malicete allies, and built here a strong fort and stockade, which successfully resisted an attack by the New Englanders

in 1696. In 1698, however, the garrison was removed to the fort at the mouth of the river St. John (p. 125), and in 1700 Fort Nashwaak was destroyed and abandoned. The village at *St. Anne's Point*, on the opposite bank, was founded about 1740 by *Father Danilo*, with some 100 followers, and in 1757 it received many Acadian refugees from Nova Scotia. When the British took possession of New Brunswick (see below), the name of *Ste. Anne* was changed to *Fredericton* by Governor Carleton in 1785, and in 1787 it was made the capital of the province, partly because St. John was considered too open to attack, but chiefly to encourage the settlement of the lands in the centre of the Province.

The **Province of New Brunswick**, of which Fredericton is the capital, is about 200 M. long from N. to S. and 160 M. wide from E. to W. Its area, 27,500 sq. M., is a little less than that of Scotland. On the N. it is bounded by the Province of Quebec, on the W. by the State of Maine, on the S. by the Bay of Fundy, and on the E. by the Gulf of St. Lawrence, while at its S.E. angle it connects with Nova Scotia by the narrow Isthmus of Chignecto (see p. 72). It has a coast-line of about 500 M., with numerous bays and excellent harbours. The chief rivers are the *St. John* (p. 130), the *Miramichi* (p. 68), and the *Restigouche* (p. 66). The surface consists mainly of undulating plains and hills, with no mountain-ranges properly so called, and much of it is still covered with forest. Perhaps two-thirds of it are available for agriculture, but so far only about one-tenth has been cleared and occupied. All the ordinary British cereals and roots are successfully grown. Along with agriculture, fishing and lumbering are the chief pursuits of the inhabitants, of whom there were 321,233 in 1881 and 321,263 in 1891. The fisheries employ 10,000 men and are second in value to those of Nova Scotia alone. The mineral resources include coal, iron, gypsum, copper, and manganese. About one-third of the population is of English origin, one-third Irish, one-sixth French, nearly one-sixth Scottish. The Indians number about 1400. — New Brunswick was included in the grant of 'Acadia' made to De Monts in 1603 (comp. p. 77), but in 1713 the French tried to restrict this name to Nova Scotia, and it was not till 1763 that New Brunswick became an undisputed part of the British Empire (comp. p. 72). Many of the Nova Scotia Acadians took refuge in New Brunswick in 1755 (see p. 64). New Brunswick was made a separate province in 1784 (p. 77) and joined the Dominion of Canada in 1867. — New Brunswick offers some of the best fishing and shooting in Canada (comp. pp. 134, 1).

The chief street, with the best shops and most of the public buildings, is **QUEEN STREET**, running along the water-front for about $1\frac{1}{2}$ M. Following it to the left (S.E.) on coming up from the steamboat-wharf, we pass the *Queen Hotel* (r.) and the *Court House* (l.) and soon reach the **Parliament Building**, a handsome stone structure, with a Corinthian portico, a small dome, and mansard corner-towers. Adjacent is a building of purplish sandstone containing the *Ministerial Offices*.

The *Assembly Hall*, on the ground-floor to the right on entering, contains portraits of George III. and Queen Charlotte, the Earl of Sheffield, etc. The Legislature, which consists of 41 members, including the Speaker, generally meets in February. — The *Supreme Court*, to the left, contains portraits of the Chief Justices of New Brunswick. — The *Hall of the Legislative Council*, upstairs, has not been used since New Brunswick declared for a one-chamber legislature. — The *Library*, at the back of the main building, contains a set of the plates of *Audubon's 'Birds'* and other valuable works. — An excellent *View is obtained from the *Dome*.

In the *Crown Land Office*, in the Ministerial Building, is a copy of the 'Atlantic Neptune', published for the use of the British Navy in 1770.

A little way beyond the Parliament Building, in a pretty wooded 'close', stands ***Christ-Church Cathedral**, a small but beautiful Dec. Gothic building of grey stone, with a spire 180 ft. high. It

was built in 1849, through the exertions and largely at the expense of *Bishop Medley* (d. 1892), who is buried to the E. of the choir.

The **Interior*, with its shallow transepts and spacious choir, is simply but tastefully adorned and makes a pleasing impression. The *Stained-Glass Window* at the E. end was a gift of the Episcopalians of the United States. Behind the organ is a tablet to *Major-General Smyth* (d. 1823), Lieutenant-Governor of New Brunswick. — Services on Sun. at 8, 11, and 7; holy-days at 11 a.m.; week-days at 5 p.m.; litany at 9 a.m. on Wed. and Friday.

If we turn to the right (N.W.) on reaching Queen St. from the wharf, we pass (right) the *Officers' Square*, with its green lawns, the *Officers' Quarters*, the *Post Office*, the *Barracks*, the *Normal School*, and the *City Hall*. Farther on, in the same direction, we pass the wooden *Victoria Hospital*, an institution due to the activity of Lady Tilley, and reach *Government House*, the residence of the Lieutenant-Governor. About $\frac{1}{2}$ M. farther out is the *Hermitage*, formerly the residence of the *Hon. Thos. Baillie*; the mansion was burned down some time ago, and the attractive grounds have been secured as the site of a Roman Catholic institution.

Drivers may follow this pleasant road along the river to (4 M.) the village of *Springhill* (p. 135).

At the back of Fredericton rises a series of wooded heights, on the southernmost of which, $\frac{1}{2}$ M. from the centre of the city, stands the *University of New Brunswick*, a substantial stone building dating from 1828 (60 students). It should be visited for the sake of the splendid **View from the cupola*. It has also a very excellent geological museum.

Among the other noticeable buildings of Fredericton may be mentioned the *Presbyterian* and *Methodist Churches* and the little Anglican church now known as *Christ Church* but originally called *St. Ann's*.

No visitor should omit to cross the river by the *White Bridge* (p. 132), which begins behind the Post Office and leads to the village of *St. Mary's*, at the mouth of the *Nashwaaksis* ('little Nashwaak'). It is adjoined by a small settlement of Malicete Indians, whose services as canoe-men and guides are much in demand among sportsmen. To the S. of *St. Mary's*, at the mouth of the *Nashwaak*, lies *Gibson*, a lumbering village with about 1000 inhabitants. A drive hence up the *Nashwaak* leads to (3 M.) the model village of *Marysville*, the seat of the large lumber-mills of *Mr. Alexander Gibson*, the 'Lumber King of New Brunswick', who employs altogether about 1200 men. The points of interest here include the *Saw-Mills*, a large *Cotton Mill*, the rows of neat little red-brick or wooden houses of the employees, and the somewhat fantastic octagonal *Church*. — *Gibson* and *Marysville* are stations on the *Canada Eastern Railway* (see p. 69), and *Gibson* is also on the C.P.R. line to *Woodstock* (see p. 135).

A delightful canoe-trip may be taken up the *Nashwaaksis* (see above) to (12 M.) its pretty *Falls*.

Fredericton is a good starting-point for caribou-shooting, the best season for which is in December, after the first snow. Guides, equipments, and camp supplies are easily obtainable here. Good fishing of various kinds is also accessible hence. Information may be obtained on application to *Mr. J. Henry Phair*, Fishing Commissioner for the Province of New Brunswick.

From Fredericton to *Chatham* (Canada Eastern Railway), see p. 69; to *Woodstock*, see R. 24.

b. By Railway.

67 M. CANADIAN PACIFIC RAILWAY in $2\frac{3}{4}$ hrs. (fare \$2).

From St. John to (45 M.) *Fredericton Junction*, see pp. 32, 33. Our line here diverges to the right (N.) and runs through a wooded district, at some distance to the W. of the *River Oromocto* (p. 132). None of the intermediate stations are important. 53 M. *Rusiagornis*; 57 M. *Waasis*; 61 M. *Glasier*; 63 M. *Doak*; 64 M. *Victoria*; 66 M. *Salamanca*.

67 M. **Fredericton**, see p. 132. The *Union Railway Station* lies at the E. end of the city.

24. From Fredericton to Woodstock.

a. By Railway.

64 M. CANADA PACIFIC RAILWAY in $4\frac{1}{4}$ hrs. (fare \$3).

Fredericton, see p. 132. The train crosses the *St. John* by a fine cantilever steel bridge (view), $\frac{3}{4}$ M. long, to (1 M.) *Gibson* (p. 134). It then turns to the left (W.), passes (2 M.) *St. Mary's*, and crosses the *Nashwaaksis* (p. 134) at (4 M.) *Douglas*. Fine views of the *St. John* are enjoyed to the left; *Springhill* (p. 134) is visible on the opposite shore. At (13 M.) *Keswick* we turn to the right, quit the *St. John*, and ascend the left bank of the *Keswick*. Some pleasant bits of scenery are passed at first, but farther up, the valley is dreary and unattractive. The line gradually bends round to the W., crossing and recrossing the stream. 17 M. *Cardigan*; 20 M. *Zealand*; 29 M. *Upper Keswick*; 41 M. *Woodstock Road*; 44 M. *Nackawic*; 53 M. *Havelock*. At (57 M.) *Newburg Junction* (Rail. Restaurant) we join the line from *Woodstock* to *Edmundston* (see R. 25) and follow it towards the S., with the *St. John River* to the right. Beyond (62 M.) *Upper Woodstock* we cross the *St. John* by a long wooden bridge and reach —

64 M. **Woodstock** (see p. 136).

b. By River.

In spring and autumn, when the water is high enough to permit it, a 'stern-wheel' steamer plies up the *St. John* to *Woodstock* (64 M.; fare \$1.50). The scenery is attractive.

Fredericton, see p. 132. The steamer at first runs towards the W., passing (5 M.; 1.) *Springhill*, *Sugar Island* (r.), and (9 M.; 1.) *Lower French Village*, an Acadian settlement opposite the mouth of the *Keswick* (see above). The river then turns to the S.W.

17 M. *Upper Kingsclear*. — 20 M. (r.) *Lower Queensbury*. The river here turns again to the N.W. — 22 M. (1.) *Lower Prince William*. — 23 M. *Bear Island*. — 25 M. (1.) *Prince William*.

30 M. (r.) *Upper Queensbury*. The river bends to the right.

40 M. (1.) *Poquiock*, picturesquely situated at the mouth of the river of that name, the outlet of *Lake George*. In descending to

the St. John this stream forms a fall 40 ft. high and cuts its way through a narrow gorge $\frac{1}{4}$ M. long. — The St. John once more turns to the W.

44 M. *Meductic Rapids*, which in low water the steamer ascends with some difficulty.

45 M. (1.) *Lower Canterbury*, near the mouth of the *Sheogomoc River*. — 47 M. (r.) *Southampton*. — 51 M. (1.) *Upper Canterbury*, at the mouth of *Eel River*.

About 4 M. farther on, beyond 55 M. (r.) *Northampton*, is the site of the old Meductic fort and Indian village (1.), which have existed from time immemorial and are described by English and French writers more than two centuries ago. The river here flows almost N. and S.

57 M. (1.) *Lower Woodstock*.

64 M. (1.) *Woodstock* (*Wilbur, Exchange, Victoria, \$11½; U.S. Commercial Agent*), a town of 3290 inhab., pleasantly situated on a high bluff, at the confluence of the St. John and the *Meduxnekeag*, is the centre of a thriving agricultural district. It also possesses several saw-mills, foundries, and factories, but the iron-mines in the vicinity are no longer worked. The drives in the vicinity of the town are picturesque and the roads excellent. A handsome iron bridge with stone piers spans the river to *Grafton*, on the E. side.

From Woodstock to *McAdam Junction*, see p. 32; to *Grand Falls and Edmundston*, see R. 25.

25. From Woodstock to Grand Falls and Edmundston.

88 M. CANADIAN PACIFIC RAILWAY in $6\frac{2}{3}$ hrs. (fare \$3.50). This line runs through a picturesque district, and the Grand Falls are well worth seeing.

From Woodstock to (5 M.) *Newburg Junction*, see p. 135. Our line now runs to the N., hugging the E. bank of the *St. John* (views to the left). 12 M. *Hartland*; 16 M. *Peel*. — 23 M. *Florenceville*; the prettily situated village is on the opposite side of the river. About 6 M. to the S. W. rises *Mars Hill* (1200 ft.). — The scenery improves. 26 M. *Bristol* is only 15 M. by road from the upper waters of the main arm of the *Miramichi* (see p. 68). At (40 M.) *Muniac* we cross the stream of that name. — From (48 M.) *Perth* the *Tobique Valley Railway*, opened in 1893, runs to (28 M.) *Plaster Rock*, with its rich deposits of gypsum. — The train now crosses the St. John to (49 M.) *Andover* (*Perley's Inn*), a village of 300 inhab., forming the headquarters of the anglers of the *Tobique* district.

About 1 M. above Andover, on the opposite side of the St. John, is the mouth of the **Tobique*, a famous stream for salmon, trout, and scenery. Guides (\$1-1½ per day) and canoes may be obtained in the *Malicete* village at the mouth of the river. The enthusiastic angler may push his way up to *Nictor Lake*, at the headwaters of the *Tobique* (a week's journey), whence a portage of 3 M. will bring him to the headwaters of the *Nepisiguit* (p. 68). Thence he may paddle in 5-6 days to the *Great Falls of the Nepisiguit*, 20 M. from *Bathurst* (comp. p. 68). Near *Nictor Lake* is *Bald Mt.* (2500 ft.), the highest point in New Brunswick.

From (54 M.) *Aroostook Junction* a branch-line runs up the valley of the *Aroostook* to (7 M.) *Fort Fairfield*, (19 M.) *Caribou*, and (34 M.) *Presque Isle*, three small towns in Maine (2-3000 inhab.).

The so-called '*Aroostook War*', in 1839, arose from disputes about the boundary between New Brunswick and Maine but did not pass beyond the stage of 'mobilisation of forces' on both sides. As a result of the ensuing diplomacy, the *Aroostook Valley*, which had been largely settled by New Brunswickers, was adjudged to the United States. The valley affords excellent fishing and also bear, moose, caribou, deer, and duck shooting. The name will be familiar to all admirers of *Howell's 'Lady of the Aroostook'*.

The line crosses the *Aroostook* and continues to follow the *St. John*, which now flows to our right. — 72 M. *Grand Falls* (*Grand Falls Hotel*, a large summer-hotel; *American Ho.*; *Glasier's*), a small town with about 600 inhab., attracts a number of summer-visitors by its fine scenery and cool climate. The town, through which runs a wide grassy avenue named *Broadway*, occupies a high plateau surrounded on three sides by the river and on the fourth by a ravine. Partridge and duck shooting are popular in autumn.

Opposite the town are the **Grand Falls of the St. John*, where the river suddenly contracts and plunges into a rocky gorge from a height of 74 ft. These falls rank with the finest on the continent in everything but size, and their environment is very impressive. A good distant view of them is obtained from the *Suspension Bridge*, which crosses the river about 200 yds. below, while a nearer view is obtained from the old mill or by descending the steep steps to the bottom of the ravine. — The ravine is about $\frac{3}{4}$ M. long and 250 ft. wide, while its sides of dark calcareous slate rise precipitously to a height of 100-250 ft. It contains several lesser falls and rapids, with a total descent of 50 ft. more. Among the subordinate points of interest in it are the *Cave*, the *Coffee Mill*, and the *Wells*. The visitor should try to see the falls when lumber is passing over them. — A romantic Indian tradition (not, however, by any means confined to this district) narrates that an invading party of Mohawks captured two Malicete squaws, whom they forced to act as their pilots down the river. The women assured them that the stream was free from falls or rapids and that the noise they heard was that of a tributary stream. The Mohawks consequently did not realise their danger till too late, and their canoes were all swept over the falls — the heroines losing their own lives but saving their village from destruction.

The railway crosses to the left (E.) bank of the river a little above the falls and continues its course towards the N.W. (views to the left). The river now forms the boundary between New Brunswick and Maine, and we soon reach the Acadian district mentioned at p. 64. — 85 M. *St. Leonard's*. — 89 M. *Grand River* lies at the mouth of the river of that name.

This forms the beginning of a canoe and portage route to the headwaters of the *Restigouche* (p. 66), which are within about 15 M. of this part of the *St. John*. Guides and canoes are generally brought from the Malicete settlements at the mouth of the *Tobique* (p. 136) but may also be obtained at one of the Acadian villages.

101 M. *Green River*; 106 M. *St. Basil*, with a large Roman Catholic church and convent. — The train continues to hug the river, which here sweeps round to the W., and soon reaches —

111 M. *Edmundston* (see p. 64). Route hence viâ *Lake Temiscouata* to *Rivière du Loup*, see p. 64.

26. From St. John to St. Stephen and St. Andrews.

a. By Railway.

St. Stephen is reached by the SHORE LINE RAILWAY (82 M.) in $4\frac{1}{2}$ hrs. (fare \$2.60) or by the CANADIAN PACIFIC RAILWAY viâ McAdam Junction in 5 hrs. *St. Andrews* is reached by the C. P. R. viâ McAdam Junction (comp. pp. 32, 33) in $5\frac{3}{4}$ hrs. (fare \$2.60).

In fine weather the steamboat voyage (R. 26b) is preferable to the slow and imperfectly equipped service of the Shore Line Railway.

St. John, see p. 124. The train of the *Shore Line* starts from *Carleton Ferry* (p. 128), on the W. side of the harbour, and runs to the W., following the general line of the coast but affording comparatively few views of the *Bay of Fundy* (p. 122). — 8 M. *Spruce Lake* (p. 129); 17 M. *Musquash*, a village with 150 inhab., at the head of a small harbour; 24 M. *Lepreaux*, at the head of *Mace's Bay*. *Point Lepreaux*, 7 M. to the S., is provided with a lighthouse. 38 M. *Pennfield*. — 47 M. *St. George* (*Kelman Ho.*, \$1; *U. S. Consular Agent*), a small seaport, with 1000 inhab., at the mouth of the *Magaguadavic* (locally pronounced 'Magadavy'), which is here compressed into a chasm 30 ft. wide and plunges into the harbour from a height of 50 ft. *St. George* exports lumber and fine red granite, quarried in the neighbourhood. Good trout-fishing is obtained in *Lake Utopia*, 1 M. to the N. — 53 M. *Bonney River*; 62 M. *Dyer's*.

At (68 M.) *St. Andrews Crossing* we intersect the C.P.R. line from *McAdam Junction* to *St. Andrews*. The distance to the latter place, which is described below, is 17 M.

We now pass (77 M.) *Oak Bay*, at the head of the inlet of the *St. Croix River* so called (see p. 139), and soon reach —

82 M. *St. Stephen* (see p. 139).

b. By Steamer.

A steamer of the International S.S. Co. plies daily in summer from *St. John* to *Eastport*, where it connects with steamers for *St. Andrews* (through-fare \$1.50) and *St. Stephen* (\$1.75; 10 hrs. in all). See daily papers or enquire at the steamboat office.

St. John, see p. 124. On leaving the harbour, the steamer runs well out into the *Bay of Fundy* (p. 122) and steers a little to the S. of W. Beyond *Split Rock Point* opens *Musquash Harbour* (see above), and farther on is *Point Lepreaux* (see above), with its double light and steam foghorn. We then cross the wide entrance of *Mace's Bay* (see above), leaving *Deer Island* (p. 16) to the right.

At *Eastport* (see p. 16) we change to another steamer, which steers to the N., passing between *Moose Island* and *Deer Island* (see above), and beyond *Pleasant Point* (l.), the chief settlement of the Passamaquoddy Indians, enters *Passamaquoddy Bay*. Beyond *Navy Island* we enter the *St. Croix River*.

St. Andrews (**Algonquin*, a large summer-hotel, \$3-5; *Central Exchange*, \$3; *U. S. Con. Agent*), a seaport and summer-resort,

with about 1400 inhab., is finely situated on a peninsula between Passamaquoddy Bay and the St. Croix River, here 2 M. wide and separating New Brunswick from Maine. The town lies on a gentle slope, rising to a height of 150 ft., while a little farther back the hills are 100 ft. higher. The attractions of the place include good sea-bathing and boating, a summer climate cool and comparatively free from fog, sea and fresh-water fishing, lobster spearing, and excellent roads for riding or driving. It is frequented by many visitors from both Canada and the United States.

St. Andrews, which was founded about 1783, has a good harbour and formerly carried on a brisk trade with the West Indies. This, however, has now been absorbed by St. Stephen and St. John, and the wharves of St. Andrews are desolate and decayed.

One of the chief points of interest near St. Andrews is the *Chamcook Mt.*, 4 M. to the N., the base of which may be reached by road or railway. The top commands a fine *View of *Passamaquoddy Bay*. — Excursions may also be made to *Doucet's Island* (see below) and to the little American village of *Robbinston*, on the opposite side of the St. Croix. — Longer trips may be made to *Eastport* (steamer daily in summer), *Campobello* (p. 140), and *Grand Manan*. — From St. Andrews to *McAdam Junction*, see p. 138.

The sail up the **St. Croix River** from St. Andrews to St. Stephen (17 M.) is interesting and picturesque. To the left is seen the village of *Robbinston* (see above); to the right rises *Chamcook Mt.* (see above). About $5\frac{1}{2}$ M. above St. Andrews we pass (left) **Doucet's Island**, the site of the first settlement in Acadia.

In 1604 the *Sieur de Monts*, to whom Henry IV. had made a grant of Acadia, arrived in the St. Croix River at the head of an expedition which included *Champlain* among its members and fixed upon the grassy *Isle St. Croix* (now Doucet's Island) as the site of his settlement. A group of wooden dwellings, defended by two batteries, was erected, and grain and vegetables were planted. The crops, however, failed to ripen, and the extreme cold of the winter was more than the ill-fed and ill-housed Frenchmen could stand. Scurvy broke out and carried off nearly half of the 80 settlers. When a supply-ship arrived in June, 1605, the island was abandoned, and the unfortunate colonists took refuge in Port Royal (p. 121). The only present inhabitants of the island are the keepers of the lighthouse.

In 1783, when it was agreed that the St. Croix should be the boundary between New Brunswick and the United States, the latter country claimed that the *Magaguadavic* (p. 138) was the stream in question. The discovery of some remains of the settlement of De Monts, however, settled the matter beyond dispute.

About $4\frac{1}{2}$ M. farther up, the river bends to the left (W.), while *Oak Bay* opens out to the N., in the direction we have been moving. It has been supposed that the arrangement of the river and its arms here suggested the name 'Croix'. To the left rises the promontory of the *Devil's Head* (properly *D'Orville's*). In $2\frac{1}{2}$ M. more we pass the fishing-village named *The Ledge*, and 4 M. beyond this lies —

St. Stephen (*Windsor*, \$2; *Queen*, \$ $1\frac{1}{2}$; *U. S. Consul*), a busy little town with (1891) 2680 inhab., at the head of navigation on the St. Croix. Its chief activity is in shipping lumber, but it also carries on a general trade and has a few manufactories. About 2 M. above St. Stephen is the sister-town of *Milltown* (2146 inhab.), and on the opposite shore of the river is the American town of *Calais*

(American Ho., Border City, St. Croix Exchange, \$2), with 7000 inhab. and similar interests to those of St. Stephen.

From St. Stephen to *McAdam Junction*, see p. 32. — Steamers ply regularly in summer from St. Stephen to *St. Andrews* and *Eastport* (p. 16).

27. Campobello and Grand Manan.

These two islands are conveniently treated of together, as they are both reached *viâ Eastport* (p. 16), the routes to which are indicated at pp. 16, 138.

a. Campobello.

Small steamers ply from Eastport to (2½ M.) *Campobello* at frequent intervals (½ hr.; fare 25c.). Tickets are issued to Campobello from all important points, and baggage may be checked through. The ferry-steamers connect with all passenger-steamers calling at Eastport.

Campobello (*The Owen*; **Tyn-y-Coed Hotel*, with its annex the *Tyn-y-Maes*, \$3½-5), an island 9-10 M. long and 2-3 M. wide, lies between *Passamaquoddy Bay* and the *Bay of Fundy*, just on the Canadian (New Brunswick) side of the international boundary. It is irregular in shape, and its shores abound in picturesque cliffs, chasms, fjords, and beaches. The interior is covered with a dense growth of firs and larches, affording a pleasant shade for the numerous walks and drives that have been made through it in all directions. The climate is cool in summer, ranging from 50° to 75° Fahr. From 1767 to 1880 the island belonged to *Adm. William Owen* and his descendants, but in the latter year it was purchased by a syndicate of New Yorkers and Bostonians, who have spent large sums on its development, and it has lately become a favourite summer-resort. In 1891 the number of resident inhabitants was about 1200.

Excursions. To *Herring Cove Beach*, 1¾ M. The shady road crosses *Lake Glen Severn* by a bridge 600 ft. long. The crescent-shaped beach is 3 M. long. We may return from its farther end by the Herring Cove road, or by a bridle-path diverging to the left from that road and traversing the wood. — To **Head Harbor*, 10 M. The road leads partly along the coast and partly through the well-wooded interior. It passes the famous *Cold Spring*, with a uniform temperature of 44°, and *Bunker Hill* (300 ft.), the top of which, reached by a bridle-path, affords a *View of Grand Manan, the *Wolves*, and (on very clear days, with a telescope) Nova Scotia. A detour may be made from this road to (2 M.) **Schooner Cove*, whence a path (good for ¾ M., when the Head comes in sight; difficult trail thence) leads to (2 M.) *Nancy Head*, a fine cliff, 210 ft. high, with a pretty beach at its foot. Following the Head Harbor road a little farther, we may diverge to the right to *Mill Cove*. (If we include this point, it is wise to bring luncheon and devote the whole day to the excursion.) — *Nine Mile Drive* (3 hrs.). We follow the Glen Severn road for 1 M. and then the Raccoon Beach road to the (1½ M.) *Raccoon Beach*, whence we may visit the wild *Southern Head* on foot (5 min.). Returning to the road, we follow it to the right for 5 M. and return by either the *Fitzwilliam Road* or the *Narrows Road*. — To **Man-of-War Head* (3¼ M.; fine views). We proceed through *Welchpool*, the largest hamlet on the island, and then bear to the right over the *North Road*. The head is a high rocky bluff at the entrance of *Harbor de Lute*, commanding a good view. — *Eastern Head*. From the end of the Herring Cove road we descend rapidly to the left and cross a beach. A few minutes farther

on we follow a path to the right which leads to (20 min.) the summit (300 ft.; *View). — Other points of interest are **Friar's Head*, *Robinson's Ravine*, *Jacob's Ladder*, *Meadow Brook Cove*, etc.

EXCURSIONS BY WATER may be made to *Dennysville*, *Calais* (p. 139), *St. Andrews* (p. 138), up the *Magaguadavic River* to *St. George* (p. 138), *Grand Manan* (see below), *St. John* (p. 124), and *Mt. Desert* (see *Baedeker's United States*).

Sailing, *Rowing*, and *Canoeing* are safe, and the *Fishing* is excellent.

b. Grand Manan.

A steamer of the *Grand Manan Steamboat Co.* runs twice or thrice weekly from *Eastport* (p. 16) to (12 M.) *North Head*, on the island of *Grand Manan* (2 hrs.; fare \$1).

Grand Manan (accent on second syllable), an island belonging to New Brunswick but lying about 8 M. from the coast of Maine, near the entrance to *Passamaquoddy Bay* (p. 17), is 22 M. long and 3-8 M. wide and in 1891 contained 2400 inhabitants. It possesses some of the finest cliff scenery in America, while its cool (though somewhat foggy) climate, its fishing and shooting, and its inexpensiveness are additional attractions to summer visitors. The roads throughout the island are excellent. The main occupation of the people is the cod, haddock, pollock, halibut, and herring fisheries.

North Head, now the chief village on the island, lies on *Flagg's Cove*, near the N. end of the E. side. In the vicinity is the *Marble Ridge House* (\$1½-2), the only 'hotel' on the island. Good roads lead hence both to the N. and S.

Following the former, we pass the village of *Sprague's Cove* or *Pettes's Cove*, below *Swallow-tail Head*, and (2½ M.) *Whale Cove*, with a beach where porphyry, agates, and jasper may be picked up (fine views). A little farther on is the *Old Bishop* or *Bishop's Head*, the N. extremity of the island.

The finest cliffs are at the S. end of the island. The road to them from *Flagg's Cove* follows the shore more or less closely to *Castalia*, *Woodward's Cove*, and (5 M.) *Grand Harbor*, formerly the chief village on the island. It then leaves the sea for a time, but regains it at (5½ M.) *Seal Cove*, whence it is continued to (4 M.) *Deep Cove*. From this point roads lead to (1½ M.) **South West Head* (lighthouse), where the cliffs rise to a height of 300-400 ft., and to (2 M.) the *Southern Cross*.

The W. coast of the island consists of an almost unbroken range of cliffs, 200-400 ft. high. A road crosses the island from *Castalia* (see above) to **Dark Harbor*, near which is *Money Cove*, where Capt. Kidd is fabled to have deposited some of his treasure. A little to the N. is *Indian Beach*, where a number of Quoddy Indians pass the summer engaged in the porpoise-fishery.

A number of small islands fringe the E. coast of *Grand Manan*, while a little to the S. of it are *Gannet Rock* and the *Seal Islands*, each with a lighthouse.

28. From St. John to Bangor and Portland.

340 M. CANADIAN PACIFIC RAILWAY to (89 M.) *Vanceboro* in $3\frac{1}{2}$ hrs.; MAINE CENTRAL RAILWAY thence to (203 M.) *Bangor* in $3\frac{1}{3}$ - $4\frac{3}{4}$ hrs. and to (340 M.) *Portland* in $6\frac{1}{2}$ - $8\frac{1}{2}$ hrs. (through-express in 10-11 hrs.; fare \$7; sleeper \$2 $\frac{1}{2}$, parlour-car \$1.75). Through-sleeping-cars run by this route to (450 M.) *Boston* in 13-14 hrs. (fare \$8.50; sleeper \$3, parlour-car \$2).

For details of the United States portion of this route, see *Baedeker's Handbook to the United States*.

From St. John to (145 M.) *Mattawamkeag*, see R. 7. The M. C. R. here diverges to the left from the C. P. R. route to Montreal and runs towards the S.W. 173 M. *Passadumkeag*; 191 M. *Oldtown*.

203 M. *Bangor* (*Bangor Ho.*, \$2 $\frac{1}{2}$; *Bangor Exchange*, *Penobscot Exchange*, \$2; *Rail. Restaurant*), an important lumber-trading town, with 19,103 inhab., at the head of navigation of the *Penobscot River*, is more fully described in *Baedeker's United States*. It is the junction of a branch-railway to (50 M.) *Mt. Desert* (see *Baedeker's United States*). — 230 M. *Newport* is the junction of a railway to *Dexter*, *Dover*, and *Moosehead Lake* (p. 32). Near (258 M.) *Waterville* we reach the *Kennebec*, which we follow for some distance.

277 M. *Augusta* (*Augusta Ho.*, *Cony Ho.*, \$2 $\frac{1}{2}$), the capital of Maine, with 10,527 inhab. and a fine *State House*, lies on both banks of the *Kennebec*. — 289 M. *Iceboro*, with huge ice-houses.

310 M. *Brunswick* (*Tontine*, \$2-2 $\frac{1}{2}$; *Rail. Restaurant*), a town of 6012 inhab., at the head of the tidal waters of the *Androscoggin*, is the seat of *Bowdoin College* (200-300 students).

340 M. *Portland*, see p. 18.

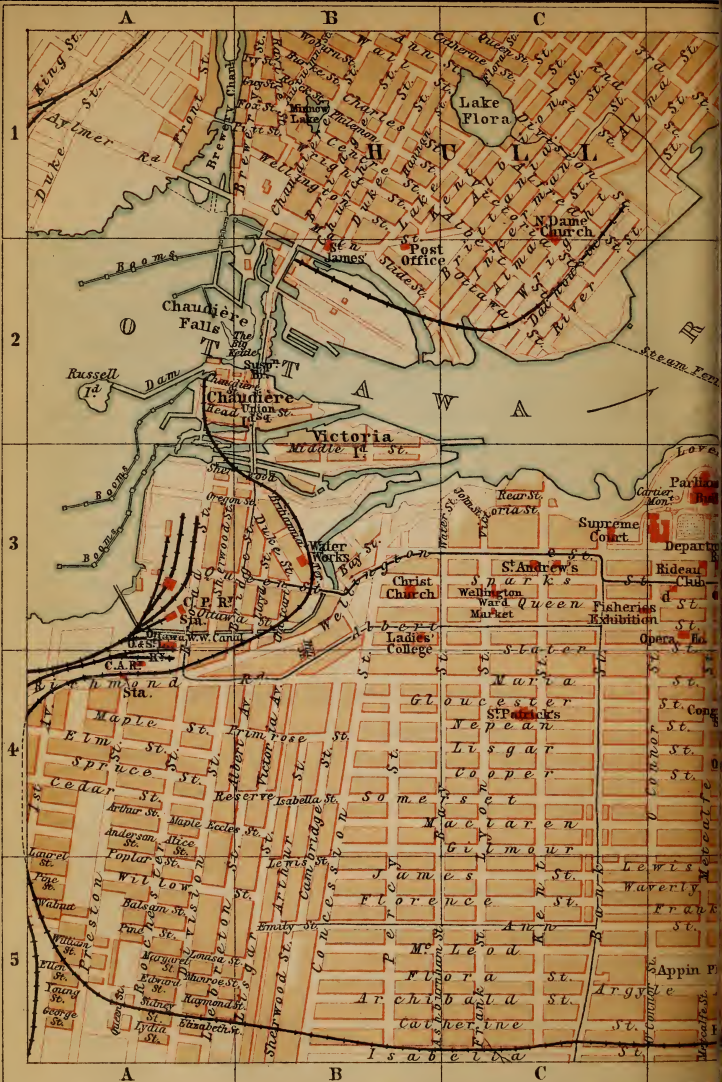
For the continuation of the route from Portland to *Boston*, see *Baedeker's Handbook to the United States*. — Steamer from Portland to *Boston* and to *St. John*, see R. 4a.

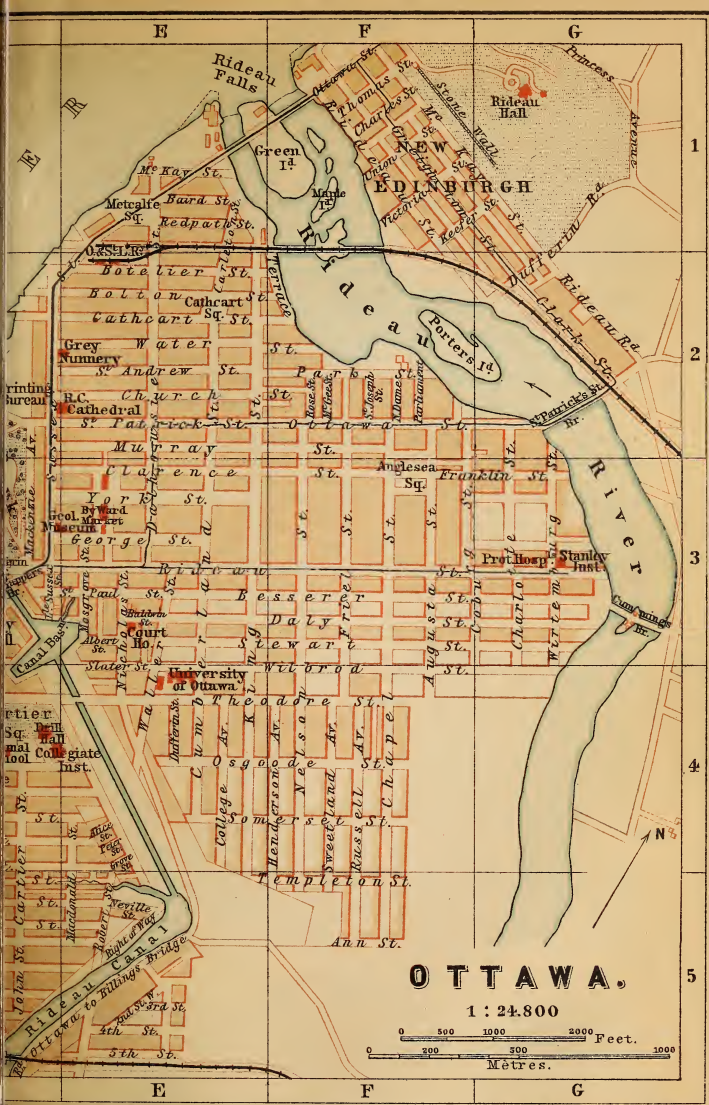
29. From Montreal to Ottawa.

a. Viâ Canadian Pacific Railway.

120 M. RAILWAY in $3\frac{1}{2}$ - $5\frac{1}{2}$ hrs. (fare \$3.50; parlour-car 50c.; sleeper \$2). This line forms part of the transcontinental through-route described in RR. 41-44. Some of the trains start from *Dalhousie Square Station* (p. 19), but connecting trains generally run also from *Windsor Street Station* (p. 19), starting somewhat earlier.

Montreal, see p. 19. The train traverses *Hochelaga*, joins the *Windsor Street* train (see above) at (5 M.) *Mile End*, passes the *Convent of the Sacred Heart* (on the hills to the right), crosses a branch of the *Ottawa* at (10 M.) *Sault-au-Récollet* (p. 30), and diverges to the left from the line to *Quebec* at (12 M.) *St. Martin's Junction* (p. 33). At (17 M.) *Ste. Rose*, a French village, frequented as a summer-resort, we cross the northernmost branch of the *Ottawa*. The valley of the *Ottawa*, which we now follow, is occupied mainly by long narrow French farms. We cross numerous streams. From (20 M.) *Ste. Thérèse*, with a large R. C. college, branch-lines diverge to *St. Lin*, *Ste. Agathe*, and *St. Eustache*.





32 M. *Ste. Scholastique*. — 44 M. *Lachute*, with mills and 1751 inhab., is the station for *St. Andrews*. At (57 M.) *Grenville* (p. 149) we reach the Ottawa, the N. bank of which, with its numerous saw-mills, we henceforth follow pretty closely (views to left). From Grenville a short railway runs to *Carillon* (p. 143). The Laurentian Hills (p. 33) rise to the right. — 59 M. *Calumet* (Rail. Restaurant), at the confluence of the Ottawa and *River Rouge*. The *Caledonia Mineral Springs* (p. 149), on the opposite side of the river, may be reached from Calumet. — At (84 M.) *North Mills* we cross the *North Nation River*. Just beyond (100 M.) *Buckingham*, whence a branch-line runs to the N. into a district of phosphate, mica, and plumbago mines, we cross the *Lièvre River*, with its fine rapids (best view to the right). As we approach Ottawa we obtain a fine view of the Parliament Buildings (p. 145) and cross the *Gatineau River*. In crossing from (118 M.) *Hull* (p. 147) to (120 M.) *Ottawa* (R. 30) we have a view of the top of the *Chaudière Falls* (p. 147) to the left.

b. Via Canada Atlantic Railway.

116 M. RAILWAY in $3\frac{1}{2}$ - $4\frac{1}{2}$ hrs. (fares as above). This line traverses Ontario, keeping to the S. of the Ottawa.

From *Montreal* to (38 M.) *Coteau Junction* we follow the tracks of the Grand Trunk Railway (see p. 152). Lines diverge here to *Malone* (see p. 12) and *St. Albans* (p. 11). At (44 M.) *St. Polycarpe Junction*, with the usual tin-spired church (left), we cross the C.P.R. (see p. 151), and beyond (48 M.) *Ste. Justine*, we leave Quebec and enter Ontario. 54 M. *Glen Robertson* is the junction of a line to ($13\frac{1}{2}$ M.) *Vankleek Hill* (for *Caledonia Springs*; see p. 149) and (21 M.) *Hawkesbury* (p. 150). — 61 M. *Alexandria* (Grand Union, Commercial, \$1- $1\frac{1}{2}$), a busy little place, with 1614 inhab. and some mills and factories. — We now descend pretty rapidly to (68 M.) *Greenfield* and (72 M.) *Maxville* (lumber). 78 M. *Moose Creek*, with numerous freight-car side-tracks. At (86 M.) *Casselman* (Royal Hotel) we cross the *North Nation River*. Large stacks of bark are seen at (94 M.) *South Indian*. — 105 M. *Eastman's Springs* (Hotel, \$ $1\frac{1}{2}$ -2) are frequented by the citizens of Ottawa. — We have a good view of Ottawa to the right as we approach it, crossing the C.P.R. and the *Rideau River*.

116 M. *Ottawa* (Elgin St. Station), see below.

Beyond Ottawa the Canada Atlantic Railway is now being prolonged to *Parry Sound*, on *Georgian Bay* (see p. 181). This line will pass through *Algonquin Park* (p. 161) and will afford a new and direct route to the *Muskoka District* (p. 162). Passengers will also be able to book through by this line to Chicago, Duluth, Port Arthur, and points in the American and Canadian North-West.

30. Ottawa.

Hotels. RUSSELL HOUSE (Pl. a; D, 3), Sparks St., near the Parliament Buildings, \$2 $\frac{1}{2}$ -4; GRAND UNION (Pl. b; D, 3), City Hall Sq., \$2-3; WINDSOR (Pl. c; D, 3), cor. of Queen St. and Metcalfe St., \$2-2 $\frac{1}{2}$; BRUNSWICK (Pl. d; D, 3), 122 Sparks St.; ROYAL EXCHANGE (Pl. e; C, 3), 254 Wellington St., these two unpretending, \$1-2. The hotels are apt to be crowded during the

Parliamentary session (usually Feb.-May), and it is then advisable to order rooms in advance. — *Boarding Houses* (\$5-8 per week) and *Furnished Apartments* (from \$2 per week) are numerous. Information may be obtained at the Y. M. C. A., cor. of Queen and O'Connor Sts. (Pl. D, 3), or at the Y. W. C. A., 98 Albert St.

Restaurants. At the above-named hotels; *Bodega*, 1-3 Elgin St.; *Queen's*, 15 Elgin St., unpretending, D. 25 c.; *Walker, Beaton*, Sparks St. (Nos. 73, 78; these two confectioners).

Cabs. With one horse, 1-4 pers., 75 c. per hr., each addit. $\frac{1}{4}$ hr. 15 c.; per course of $\frac{1}{4}$ hr. 1 pers. 25 c., each addit. pers. 10 c.; $\frac{1}{2}$ hr. 40 c. and 10 c.; each 10 min. addit. 15 c. and 5 c. With two horses, 1-4 pers., \$1 per hr., each addit. $\frac{1}{4}$ hr. 20 c. — Reasonable baggage free. — Double fares from 11 p. m. to 7 a. m.

Tramways (cars lighted, heated, and propelled by electricity generated by the Chaudière Falls) run through the chief streets, passing most of the important public buildings, and to *Rideau Hall* (Pl. G, 1), *Rockcliffe Park* (p. 148), and other points in the environs. Uniform fare 5 c.

Steamers ply down the Ottawa to *Grenville* and *Montreal* (see R. 31) and through the Rideau Canal to (120 M.) *Kingston* (see p. 148).

Rideau Club (Pl. D, 3), 84 Wellington St., opposite the Parliament Building. — **Grand Opera House** (Pl. D, 3), Albert St., between O'Connor and Metcalfe Sts. — **Electric Park**, in the S.W. part of the town, on the bank of the canal, with 'al fresco' entertainments on summer evenings (adm. 10 c.; reached by Bank St. electric cars).

Post Office (Pl. D, 3), Wellington St. (open 8-8).

General Consul of the United States, *John T. Riley*, Carleton Chambers, Sparks St. (office-hours 10-3).

Ottawa, the capital of the Dominion of Canada, the residence of the Governor-General, and the seat of the Supreme Court, is situated on the right bank of the *Ottawa*, at its confluence with the *Rideau*, both rivers forming picturesque falls opposite the city (see p. 147). It fronts on the Ottawa for a distance of about 2 M., rising in the middle in a cluster of bold bluffs (160 ft.), crowned by the noble Parliament Buildings (p. 145). The city, which lies in 45° 26' N. lat. (about 5 M. farther to the S. than Montreal), is divided into an *Upper* and a *Lower Town* by the *Rideau Canal*, connecting it with Kingston (see p. 148). To the S. of Parliament Hill lies the commercial part of the town, including the busy lumber district round the Chaudière Falls (p. 147). *Sparks Street* (Pl. B-D, 3) is the chief retail business street, containing the best shops. In addition to its political significance, Ottawa is important as the seat of a busy trade in lumber, and its growth has been very rapid, the population rising from 14,669 in 1861 to 27,412 in 1881 and 44,154 in 1891. The inhabitants are divided nearly equally between the French and British races and the Protestant and Roman Catholic faiths.

The first settler at the portage round the Chaudière Falls was *Philemon Wright* of Woburn (Mass.), who established himself on the Quebec side of the river (in what is now *Hull*, p. 147) in 1800. About a score of years later he transferred his claim to the hills on the opposite side of the river to a teamster named *Sparks*, in lieu of a debt of \$200. In 1827 the *Rideau Canal* was constructed, at a cost of \$2,500,000 (500,000 l.), to connect Lower Canada with Lake Ontario and obviate the necessity of vessels ascending the St. Lawrence under the enemy's fire. The settlement which grew up at the lower end of this canal was named *Bytown*, after *Col. By*, the engineer officer who had made the surveys for the project, and on its incorporation as a city (1854), when it had 10,000 inhab., assumed the name of *Ottawa*. In 1858 Queen Victoria put an end to the conflicting claims of Montreal

and Quebec, Kingston and Toronto, by selecting Ottawa as the official capital of the Dominion of Canada.

Selected arbitrarily, like Washington, Ottawa has followed Washington's example in attempting to make itself worthy of the position to which it has been raised, and already ranks as one of the handsomest and best-kept cities of the Dominion, with abundant promise of rapid improvement in every direction. Like Washington, too, Ottawa has become the scientific centre of the country and the headquarters of the chief scientific societies and collections; while the presence of the Governor-General makes it, during the sitting of Parliament, a natural focus of cultivated and fashionable society. — The value of the produce of the saw-mills of Ottawa in 1891 (350,000,000 ft. of lumber) was nearly \$ 5,000,000. In 1893 the city's valuation for civic assessment was \$18,616,985. The value of its exports and imports in 1892 was \$5,683,250.

See the excellent account of Ottawa by *F. A. Dixon* in 'Picturesque Canada'.

The most conspicuous single feature in Ottawa is the magnificent group of ***Government Buildings** (Pl. D, 3), commandingly situated on a bluff overlooking the Ottawa, and covering an area of four acres. They were erected in 1859-65, at a cost of over \$ 5,000,000 (1,000,000 l.), and are in a 'style of architecture based on the Gothic of the 12th cent., combining the elements of grace and simplicity which the climate of the country seems to require. A cream-coloured sandstone from the neighbouring district, to which age is fast adding fresh beauty of colour, with arches over the doors and windows of a warm red sandstone from Potsdam and dressings of Ohio freestone, has been happily employed — the effect of colour, apart from form, being most grateful to the eye' (*Dixon*). The architects were *Fuller & Jones* (Parliament Building) and *Stent & Laver* (Departmental Buildings). The buildings are surrounded by beautifully kept lawns, diversified with flower-beds. The central building, with its fine tower (220 ft. high), is 470 ft. in length and is occupied by the *Houses of Parliament*; the two wings harbour the various *Ministerial Offices*. Behind the main building is the **Library of Parliament*, a beautiful polygonal structure, with a dome supported by graceful flying buttresses.

'As regards purity of art and manliness of conception, their (*i.e.* the architects') joint work is entitled to the very highest praise. . . . I know no modern Gothic purer of its kind or less sullied with fictitious ornamentation. . . . I know no site for such a set of buildings so happy as regards both beauty and grandeur' (*Anthony Trollope*).

The *Interior* is neat and plain in its appointments, but there are good stone carvings at various points of the halls and corridors of the Parliament Building. The *Senate Chamber*, to the right of the entrance, and the *House of Commons*, to the left, are commodious and business-like apartments. During the sitting of Parliament visitors are admitted to the public galleries by a Member's order, which strangers can generally procure on application to one of the messengers; admission to the Speaker's gallery requires a Speaker's order. The corridor of the Senate has portraits of ex-Speakers, while the Commons Reading Room contains portraits of ex-Speakers of the House. 'Few of the speeches delivered in the House can be called inspiring. In fact, when not personal, they are prosaic. This can hardly be helped, for a Canadian Parliament, like Congress in the United States, deals, as a rule, with matters from which only genius could draw inspiration. The French-Canadian members, in consequence, probably, of the classical training that is the basis of their education, are far superior to their English-speaking *confrères* in accuracy of expression and grace of style. Even

when they speak in English these qualities are noticeable' (*Dixon*). — The building to the right (E.) contains the departments of *State, Finance, the Interior, Justice, and the Auditor General*; also the *Office of the Governor-General*. The left wing is devoted to the departments of *Public Works, Railways, Marine and Fisheries, Militia, Inland Revenue, Trade and Commerce, and Customs*. The *Government Archives*, a valuable and interesting series of which has been edited, calendared, and published by the archivist, *Mr. Brymner*, are also housed in the W. building. The *Post-Master General, the Minister of Agriculture, and the Department of Indian Affairs* have their quarters in the **Langevin Block or New Departmental Building* (Pl. D, 3), a handsome and substantial structure at the corner of Wellington St. and Elgin St., constructed in 1883 at a cost of \$787,000. — The only part of the interior of the Dominion Buildings on which adornment has been lavished is the **Library* (*A. D. De Celles and Martin Griffin*, joint librarians), which is certainly one of the most beautiful and convenient structures for its purpose in America. It now contains 160,000 vols., including many on Canada, and is open to the public as a free reference library (9-4). The book-cases and panelling are of Canadian pine, adorned with excellent carving and the arms of the Dominion and provinces. The library also contains a statue of Queen Victoria (by *Marshall Wood*) and busts of the Prince and Princess of Wales.

The Tower of the main building affords an excellent **View of Ottawa*, the river, the Chaudière Falls, etc. — Good views are also obtained from the walks laid out in the Parliament Hill grounds, especially from the so-called **Lovers' Walk*, skirting the outside of the bluffs, and from the harbour behind the library. In the W. part of the grounds is a *Statue of Sir George Etienne Cartier* (1814-73).

The modest little building at the S.W. corner of Parliament Hill is occupied at present by the *Supreme Court of Canada* (Pl. C, 3), until more worthy permanent quarters are prepared for it.

Parliament Square is separated from WELLINGTON STREET (Pl. B-D, 3), with its handsome banks and offices, by a low stone wall with fine iron-work railings and gates.

The pretty little **Major's Hill Park* (Pl. D, 2), to the E. of Parliament Hill, commands good views of the river. It contains a monument to two Ottawans who fell in the Riel Rebellion (p. 196). On *Nepean Point*, at the end of Major's Hill Park, is the *Saluting Battery* (guns of 1797). It is proposed to construct a new railway-bridge across the Ottawa here.

At the S. end of Major's Hill Park the *Rideau Canal* (p. 144) is crossed by the *Dufferin Bridge* and the *Sappers Bridge* (Pl. D, 3), forming an acute angle with each other. From the former a striking view is obtained of the six locks by which the canal makes its final descent to the Ottawa River.

Following SUSSEX STREET (Pl. D, 2, 3) to the left (N.) from the end of the Sappers Bridge, we soon reach the office of the *Geological Survey of Canada* (Pl. D, 3), containing a very interesting and unusually well-arranged **Museum* (open, free, 9-4).

Farther out, in the same street, in the midst of a French population, is the Roman Catholic *Cathedral of Notre Dame*, or the *Basilica* (Pl. D, E, 2), with its twin towers, 200 ft. in height. It contains a painting ascribed to *Murillo*. In front of it is a *Statue of Bishop Guigues*, first Bishop of Ottawa (1848-74). — Nearly opposite is the *Printing Bureau*, a large brick building in which all the Government printing is done (*Queen's Printer, Dr. S. E. Dawson*).

Continuing to follow Sussex St. (tramway), which bends to the right a little farther on, we reach the point where the *Rideau* forms the pretty little 'curtain-like' *Rideau Falls* (30 ft. high; Pl. F, 1) as it joins the Ottawa. [To see them we have to pass through a lumber-yard; they are best seen from a boat on the Ottawa.] — Crossing the bridge and following the prolongation of Sussex St., we soon reach the entrance to the grounds of **Rideau Hall* (Pl. G, 1), the residence of the Governor-General of Canada.

Rideau Hall is a large, rambling, and plain but comfortable edifice. The grounds are pretty, but not so fine as those of Spencer Wood (p. 46). They contain a *Skating Pond* and *Toboggan Slide*, which present a very gay and lively scene in winter. The *Princess Vista*, cut through the woods at the instance of the Princess Louise, affords a charming view of the Ottawa and the mountains beyond it.

From Rideau Hall we may go direct by tramway (p. 144) to the CHAUDIÈRE BRIDGE (Pl. B, 2), just above which are the fine **Chaudière Falls*, where the Ottawa, narrowed to about 200 ft., descends 50 ft. over ragged ledges of rock.

The water-power here is used by countless *Saw Mills*, a visit to one of which will be of great interest to the visitor unacquainted with the marvellous perfection and delicacy of the machinery for converting rough forest-trees into trim yellow planks and shingles. Thousands of logs are floating in the adjacent 'booms'; and the surface of the smoother parts of the river is covered with saw-dust shining like gold in the sunlight. It is estimated that there are usually 125,000,000 ft. of lumber on the Chaudière 'piling grounds'.

Near the falls are the *Timber Slides*, by which the lumber from the upper river descends to the navigable water below. The squared logs are made up into 'cribs' just fitting into the slides; and it is one of the recognized items of a visit to Ottawa to 'run the slides' as a passenger on one of these rafts. This is an exciting experience, unattended by danger, and permission to go down is easily obtained from those in charge.

On the opposite side of the river here (in the province of Quebec), is the suburban town of *Hull*, with 11,265 inhab., most of whom are connected in one form or another with the lumber industry or with the large Eddy Pulp and Paper Mills.

At the corner of Queen St. and O'Connor St. stands the building (Pl. C, D, 3) which is occupied, in somewhat curious juxtaposition, by the *National Art Gallery* and the *Fisheries Exhibit* (open, free, 9 to dusk).

The *Fisheries Exhibit* occupies the ground-floor and the basement, the process of breeding and hatching fish being shown in the latter.

The *National Art Gallery* is small and contains chiefly Canadian works. Among its contents are a large picture, by *G. Harris*, of the statesmen who brought about the Confederation of the Dominion in 1867, with portraits of Sir John Macdonald, Sir Charles Tupper, Sir Alexander Galt, Hon. George Brown (p. 157), Sir Alex. Campbell, Hon. Thos. D'Arcy McGee, Sir George E. Cartier (p. 146), Hon. Joseph Howe (p. 73), Sir S. Leonard Tilley, Hon. Wm. McDougall, and others; Time, Death, and Judgment, by *G. Watts*, *R. A.*; a small painting by *Maratta*; a portrait of Miss Montalba, the artist, by the *Princess Louise*; portraits of Sir John Macdonald (by *Patterson*) and the Marquis of Lorne (by *Millais*); Mortgaging the Homestead, by *G. A. Reid*; Cape Trinity (p. 60), by *L. R. O'Brien*; a copy of *West's* Death of Wolfe; A Wreath of Wild Flowers, by *Wm. Brynmner*; Beacon Light in the Harbour of St. John's, by *H. Sandham*; Teacher 'talking over' the Trustees of a Back Settlement School, by *R. Harris*; and landscapes by *John A. Fraser*,

O. R. Jacobi, Mower Martin, Melbye, Homer Watson, Wm. Raphael, F. M. Bell Smith, and Forshaw Day.

Among the other principal buildings of Ottawa not yet mentioned are *Ottawa University* (Pl. E, 4), a Roman Catholic institution with 500 students; the *Normal School*, the *Drill Hall* (with a museum of military relics), and the *Collegiate Institute*, all in Cartier Square (Pl. D, 4); the *City Hall* (Pl. D, 3); the *Court House* and *Gaol* (Pl. E, 3); the *Lady Stanley Institute* (Pl. G, 3); and various *Hospitals* and *Nunneries*. Adjoining Cartier Sq. are the pleasant grounds of the *Ottawa Lawn Tennis Club*. The *Rideau Rifle Range* is the scene of the annual meeting of the Dominion Rifle Association, where the crack shots are chosen for the team that represents Canada at the international shooting-contest at Bisley (see *Baedeker's Great Britain*). — The *Water-Works* (Pl. B, 3) are interesting. — **Rockcliffe Park*, 1½ M. to the N. E. of the city limits, is reached by a charming road leading from the entrance to Rideau Hall through green fields and shady groves (tramway 5 c.). It affords beautiful views of the Ottawa. — *Lansdowne Park*, at the opposite end of the city, reached by tramway (5 c.) or by canal-steamers (10 c.), is the scene of the Central Canada Annual Exhibition, the chief lacrosse matches, etc.

About 1 M. to the S.W. of the city lies the **Government Experimental Farm*, where information can be obtained as to the soil and vegetable productions of the various parts of the Dominion. — Among other points of interest in the environs are the *Sulphur Springs*, 5 M. from the city, on the road to Montreal; the *Cascades of the Gatineau River* (10 M.), reached by road or railway; *Kettle Island Park*, 2 M. distant (steamer at frequent intervals); *Britannia* (see below); and *Aylmer* (see below). — Good shooting and fishing can be obtained within easy access of Ottawa (comp. pp. li, liv, lv).

From Ottawa to *Montreal*, see R. 31; to *Winnipeg* and the *West*, see RR. 41-44.

FROM OTTAWA TO PRESCOTT, 52 M., *Canadian Pacific Railway* in 2 hrs. At (31 M.) *Kemptville Junction* (p. 151) we intersect the C. P. R. line from Montreal to Toronto (see R. 32a). — 52 M. *Prescott*, see p. 186.

FROM OTTAWA TO FORT COULONGE, 68 M., *Can. Pacific Railway* (to Aylmer) and *Pontiac Pacific Junction Railway* in 3¼ hrs. — This line follows the N. bank of the Ottawa above the capital. 9 M. *Aylmer* (*Brown Ho.*, *Kennedy Central*, \$ 1½), on *Lake Des Chênes*, with 2167 inhab., is a favourite resort of the Ottawans. — 68 M. *Fort Coulonge* lies nearly opposite *Pembroke* (p. 188).

FROM OTTAWA TO KAZABAZUA, 47 M., *Ottawa & Gatineau Valley Railway* in 3 hrs. — The line ascends the pretty **Gatineau Valley*, with its wealth of lumber and sporting facilities. The chief intermediate stations are (2 M.) *Hull* (p. 147), *Chelsea* (9 M.), *Wakefield* (22 M.), and (30 M.) *Farrellton*.

FROM OTTAWA TO SMITH'S FALLS AND BROCKVILLE, 73 M., *Can. Pac. Railway* in 3-4 hrs. — As we leave Ottawa we have good views of the *Ottawa River* to the right, with its burden of lumber. 5 M. *Britannia*, a summer-resort on a bay of the Ottawa, with a sandy beach. Farther on we soon lose sight of the river. At (28 M.) *Carleton Place Junction* (Rail. Restaurant) we diverge to the left (S.) from the transcontinental line (p. 158). At (46 M.) *Smith's Falls* (Rail. Restaurant) we cross the C.P.R. line from Montreal to Toronto (R. 32a). 73 M. *Brockville*, see p. 186.

FROM OTTAWA TO KINGSTON, 130 M., *Steamer by the Rideau Canal* twice weekly in 21 hrs. (fare \$3; berth 50 c., meals 50 c. each). This is a favourite tourist route, passing through some fine scenery and no less than 36 locks. — Soon after leaving the Canal Basin we pass *Lansdowne Park* (see above) and skirt the ridge known as the *Hog's Back*. Beyond (61 M.) *Smith's Falls* we thread the *Narrows* and soon enter **Big Rideau Lake*, 21 M. long and 6 M.

wide, with its numerous islands. About 20 M. farther on is *Little Rideau Lake*, 6 M. long, 495 ft. above the sea, and 225 ft. above Lake Ontario. We now begin the 'locking down' process. The scenery is particularly attractive at *Jones' Falls*, where there are four deep locks and a fine horseshoe-shaped dam, 300 ft. long and 100 ft. high, constructed at a cost of 80,000 l. — 120 M. *Kingston*, see p. 184.

31. From Ottawa to Montreal by Steamer.

130 M. STEAMER OF THE OTTAWA STEAM NAVIGATION Co. daily in summer, starting about 7.30 a.m., in 11 hrs. (fare \$2.75; return-fare \$4; round trip, allowing one way by railway, \$5.15). In the reverse direction passengers join the boat at *Lachine* (p. 187), and the trip thence to Ottawa takes about 10 hrs. The trip downstream is, however, preferable, as it includes the exciting passage of the *Lachine Rapids* (see p. 187). The steamers are comfortable and contain fair restaurants.

The *Ottawa*, the *Grand River* of the early voyageurs, is the largest tributary of the St. Lawrence, being 615 M. long and draining an area of 80,000 sq. M. It rises in the W. part of the province of Quebec, about 200 M. in a direct line to the N. of Ottawa, and flows first for 180 M. towards the W., then to the S., S.E., and E., thus making a large U-shaped loop open to the E. It forms the boundary between Quebec and Ontario for about 400 M., and falls into the St. Lawrence at the Isle of Montreal. The *Ottawa* is navigable for 250 M., the rapids and falls being avoided by canals. It is very picturesque and is fringed with magnificent forests, yielding some of the finest timber in the world. Some of the numerous tributaries are of considerable size.

Ottawa, see p. 143. As we leave the wharf we have a good view of the *Chaudière Falls* (p. 147) and the *Parliament Buildings*. Large lumber-yards line the banks. About 1 M. below the city the *Ottawa* is joined on the left (N.) by the *Gatineau*, a strong and important lumbering stream. — 8 M. (l.) *East Templeton*. — 20 M. (r.) *Cumberland*. — 21 M. (l.) *Buckingham* (p. 143), at the mouth of the *Lièvre*. — 25 M. (r.) *Rockland*. — 29 M. (l.) *Thurso*. A little farther on we pass the mouth of the *North Nation* (p. 143), opposite which is that of the smaller *South Nation*.

41 M. (l.) *Papineauville* was named for Louis Joseph Papineau (see below). — 46 M. (l.) *Montebello* contains the pretty tree-shaded château in which *Louis Joseph Papineau*, the leader, in Lower Canada, of the unsuccessful rebellion of 1837-8 (see p. 155), lived after his return from banishment. Most of the reforms for which he fought were afterwards secured by constitutional means; but after his pardon, he, unlike his fellow-leader Sir George Cartier (p. 146), lived in retirement and took little part in politics. — 59 M. (r.) *L'Original* is the landing-place for (8 M.) *Caledonia Springs* (Grand Hotel, \$1½-2½; Lake Cottage, Victoria Cottage, \$1½), the mineral waters of which are especially efficacious in gout and rheumatism.

64 M. (l.) *Grenville* (p. 142), which we reach about noon, lies at the head of the *Long Sault*, *Chute au Blondeau*, and *Carillon Rapids*. Vessels avoid the rapids by two short canals; but the steamboat passengers, to prevent delay, are transferred by railway from *Grenville* to (12 M.) *Carillon*, where another steamer meets them.

The river at this part of its course is very deep and narrow, and its banks are steep. The Long Sault Pass is hallowed by the memory of the young *Daulac* or *Dollard*, *Sieur des Ormeaux*, and his sixteen comrades, who here laid down their lives to save *Ville Marie* (p. 24). The Iroquois had determined to drive the French into the sea, but the obstinate resistance offered by the gallant little body of Frenchmen in the small palisaded fort they erected on the S. bank of the river here, about halfway between *Grenville* and *Carillon*, daunted them so that they gave up the enterprize. About 800 Indians joined in the attack, and everyone of the Frenchmen perished. Comp. the ballad by *Mr. George Murray*. — *Hawkesbury*, on the S. shore, has 2042 inhabitants.

77 M. (1.) *Carillon* (Sovereign Hotel) lies at the foot of a small hill affording a charming view. Below this point both banks are in the province of Quebec. A little farther on, the Ottawa expands into the pretty **Lake of Two Mountains*, which extends hence, with a width of 3-5 M., all the way to the Island of Montreal. — 82 M. (r.) *Rigaud*, at the foot of *Mt. Rigaud*. — 88 M. (1.) *Pointe aux Anglais*. — 92 M. (r.) *Hudson*. — 93 M. (1.) *Como*, a summer-resort.

94 M. (1.) *Oka*, a village inhabited by some remnants of the Iroquois and Algonquin Indians, lies on the N. bank, at the base of the 'Two Mountains' which give name to the lake. *Mt. Calvary*, the higher of the two, is ascended by a 'Route de Calvaire', with shrines marking the seven 'Stations of the Cross'. On the other hill is a *Trappist Monastery*, the monks of which, living under the most rigidly ascetic rules, cultivate a large farm (no women admitted).

The lake now expands, and the river divides into the four channels through which it joins the *St. Lawrence*, forming the islands of *Perrot*, *Montreuil*, and *Jesus*. We follow the main channel, between the isle of *Perrot* on the right and that of *Montreal* on the left.

103 M. (1.) *Ste. Anne du Bout de l'Ile* (Clarendon Hotel), a village with about 600 inhab., situated at the W. end of the Isle of Montreal, has been immortalized by Moore's 'Canadian Boat Song'. The little white church near the canal is the one to which Moore refers. Just beyond are the picturesque remains of *Château Boisbriant* or *Senneville* (1699), in the grounds of Sir John Abbott (d. 1893), the late premier of the Dominion. — The steamer now passes a short canal, with one lock, shoots under two railway-bridges, and reaches *Lake St. Louis* (p. 187).

121 M. (1.) *Lachine*, and thence viâ the **Lachine Rapids* to 130 M. (1.) *Montreal*, see R. 40.

32. From Montreal to Toronto.

a. Viâ Canadian Pacific Railway.

338 M. RAILWAY in 10-11¼ hrs. (fare \$10; sleeper \$2, parlour-car \$1). Buffet-cars on all trains. Through-tickets are issued to western points viâ Toronto by the 'Lake Route' (see R. 39); these are interchangeable with direct railway-tickets (see R. 41.).

Montreal (Windsor St. Station), see p. 19. As we leave we have a good retrospect of the city (left). At (5 M.) *Montreal Junc-*





tion (p. 30) the line to Boston diverges to the left (see p. 14). A little farther on we see *Lachine* (p. 187) and the St. Lawrence Bridge of the C. P. R. to the left. At (17 M.) *Ste. Anne's* (p. 152) we cross one of the arms of the *Ottawa* and leave the *Island of Montreal*, and at (24 M.) *Vaudreuil* (Central Hotel) we cross another mouth of the *Ottawa*. The line now leaves the river and runs towards the S.W. through the fertile district between the St. Lawrence and the *Ottawa*. Many orchards and tracts of woodland are passed. At (40 M.) *St. Polycarpe Junction* we cross the Canada Atlantic Railway (p. 143). Near (46 M.) *Dalhousie Mills* we enter *Ontario* (p. 155). 63 M. *Apple Hill*; 87 M. *Chesterville*. At (108 M.) *Kemptville Junction* we intersect the C.P.R. line from *Ottawa* to *Prescott* (see p. 148), and at (119 M.) *Merrickville* we cross the *Rideau River* by a long iron bridge.

128 M. **Smith's Falls** (*Wardrobe Ho.*; *Rail. Restaurant*), a brick-making and manufacturing town of 3864 inhab., on the *Rideau Canal* (see p. 148), is the junction of lines to the S. to *Brockville* (p. 186) and to the N. to *Carleton Place Junction* (for *Ottawa* and the main trans-continental line of the C.P.R.). To the left lies *Big Rideau Lake*. — 140 M. *Perth* (*Hicks Ho.*, \$1.50), a small town with 3136 inhab., several mills, a manufactory of railway rolling-stock, and some good quarries and phosphate mines. The country traversed is unattractive. — From (166 M.) *Sharbot Lake Junction* lines run to the S. to *Kingston* (p. 184) and to the N. to *Renfrew*. Good shooting is obtained here (comp. p. liv). — 207 M. *Tweed*, on the *Moir*, is the junction of a line to *Napanee* (p. 152) and *Kingston* (p. 184). At (216 M.) *Ivanhoe* we cross a branch of the G.T.R.; and at (225 M.) *Central Ontario Junction* we intersect the Central Ontario Railway from *Picton* (p. 152) and *Trenton* (p. 152) to various iron-mines in the N. 238 M. *Havelock*, a railway divisional point; 244 M. *Norwood*.

262 M. **Peterborough** (*Oriental Hotel*, \$2; *Balmoral*, *Grand Central*, *Snowdon*, \$1½), an important railway-centre and industrial city, with 9717 inhab., lies on the *Otonabee*, which here descends 150 ft. within a few miles and affords the motive power for numerous mills and manufactories. The country of which this is the focus is full of pretty lakes and rivers, offering much to attract both tourist and sportsman. The so-called 'Rice Lake' or 'Peterborough' canoe originated here.

Rice Lake, with its maskinonge and bass fishing, lies about 10 M. to the S.E. This district was the headquarters of the *Mississaga Indians*, a branch of the *Ojibbeways*.

FROM PETERBOROUGH TO HALIBURTON, 78 M., *Grand Trunk Railway* in 5 hrs. This line diverges to the right at (23 M.) *Lindsay* from another line going on to *Lake Simcoe* (p. 160), and runs to the N. to (78 M.) *Haliburton*, a favourite shooting and fishing resort.

The district now traversed is fertile and highly cultivated. Near (280 M.) *Manvers* we cross a branch of the G.T.R. 301 M. *Myrtle*, near *Lake Scugog*, is the junction of lines to *Whitby* (p. 153), *Port Perry*, *Manilla*, etc. 318 M. *Locust Hill*; 333 M. *Leaside Junction*.

338 M. **Toronto**, see R. 33.

[b. **Viâ Grand Trunk Railway.**

333 M. RAILWAY in 10 $\frac{1}{2}$ -17 hrs. (fares as above). This line skirts the *St. Lawrence* and *Lake Ontario* for a great part of its course.

Leaving *Montreal* (Bonaventure Station; p. 19), the train runs to the W., passing (2 M.) *St. Henri* (p. 10) and (7 M.) *Convent*. At (8 M.) *Lachine*, where we have a fine view of the C.P.R. bridge (p. 30) to the left, we pass under the C.P.R. Farther on we hug the broad *St. Lawrence*. The country is flat and fertile. The C.P.R. runs parallel with our line for some distance. 20 $\frac{1}{2}$ M. *St. Anne's* (p. 151); the village lies mainly to the left. At (24 $\frac{1}{2}$ M.) *Vaudreuil* (p. 151) we cross an arm of the Ottawa. At (37 M.) *Coteau Junction* (p. 12) the lines to *Ottawa* (p. 143) and *Malone* (p. 12) diverge to the right and left. Our line continues to skirt the *St. Lawrence*, of which we have fine views to the left. 54 M. *Lancaster* (p. 186); 67 M. *Cornwall* (p. 186); 81 M. *Farran's Point*; 92 M. *Morrisburg* (p. 186); 113 M. *Prescott* (p. 186), the starting-point of a ferry to *Ogdensburg* (p. 186) and the junction of a line to *Ottawa* (see p. 148); 125 M. *Brockville* (280 ft.; p. 186), the junction of a line to *Smith's Falls* (p. 148) and *Ottawa* (p. 143). Just before (129 M.) *Lyn* a line diverges to the right for (41 M.) *Westport*. — The line now quits the river for a time, running through hop-gardens and grain-fields. 146 M. *Lansdowne*. Beyond (155 M.) *Gananoque Junction*, for a short line to (4 M.) *Gananoque* (p. 185), we cross a stream, and at (169 M.) *Rideau* we cross the mouth of the *Rideau Canal* (see p. 148). A little farther on we see *Kingston* (p. 184), 2-3 M. to the left, with its church-spires, martello tower, college, fort, etc. 172 M. *Kingston Junction*, for a short line to (3 M.) *Kingston*. Farther on, the line again bends inland. We cross a pretty little river in entering (198 M.) *Napanee*, a grain-trading town with 3434 inhab., embosomed in trees. 203 M. *Deseronto Junction*, for a short line to (6 M.) *Deseronto*, a flour and lumber trading town (3338 inhab.), at the end of the beautiful **Bay of Quinté*, an arm of *Lake Ontario* (comp. p. 184). 213 M. *Shannonville*. — 220 M. *Belleville* (*Queen's*, \$2; *Kyle Ho.*; *Anglo-American*, \$1 $\frac{1}{2}$), a busy industrial city of 9914 inhab., on the N. shore of the Bay of Quinté, of which we have views to the left farther on. It is the junction of a line running to the N. to *Ivanhoe* (p. 151), *Madoc* (27 M.); etc. — 232 M. *Trenton* (*St. Lawrence Hall*, \$2), at the mouth of the wide and picturesque *Trent*, the outlet of *Rice Lake* (p. 151), and near the W. end of the Bay of Quinté, is a town of 4364 inhab. and the junction of the Central Ontario Railway, running to the left to (30 M.) *Picton* and to the right to (74 M.) *Coe Hill* and other mining stations.

Picton (*Royal*, \$2; *Queen's*, \$1 $\frac{1}{2}$ -2), a town of 3287 inhab., lies at the W. end of the *Prince Edward Peninsula*, which encloses the above-mentioned Bay of Quinté. The picturesque and varied shores of the peninsula may be visited by steamer. In the highest part of it is the **Lake of the Mountain*, with no known affluent. At *Big Sandy Bay* are curious white *Sand-Banks*, which are encroaching on the land at the rate of 150 ft. every winter. "The



active agent in the movement appears to be the drifting snow which entangles the sand and carries it forward. On the hottest day snow may be found a short distance down' (*Picturesque Canada*).

Farther on, the line skirts the N. shore of *Lake Ontario* (p. 167). 241 M. *Brighton*. — 264 M. *Cobourg* (*Arlington*, \$1 $\frac{1}{2}$ -2 $\frac{1}{2}$; *Dunham Ho.*, \$1 $\frac{1}{2}$; *Rail. Restaurant*), a manufacturing town of 4829 inhab., with car-works and breweries, was formerly the seat of Victoria College (p. 157). A short line runs to the N. to (14 $\frac{1}{2}$ M.) *Harwood*, on *Rice Lake* (p. 151). — 270 M. *Port Hope* (*St. Lawrence Hall*, *Queen's*, \$2) is a brisk little lumber port with 4052 inhab. and various industries. A branch-line runs hence to *Peterborough* (p. 151), *Lindsay* (p. 151), and other points; and a steamer plies daily to *Rochester* (see *Baedeker's United States*). — 286 M. *Newcastle*; 290 M. *Bowmanville* (3377 inhab.); 299 M. *Oshawa* (4066 inhab.). — 303 M. *Whitby* (2786 inhab.) is the junction of a line to (10 $\frac{1}{2}$ M.) *Myrtle* (p. 151) and (33 M.) *Manilla* (for *Lindsay* and *Haliburton*). — 310 M. *Pickering*, on a small lake; 316 M. *Port Union*; 324 M. *Scarborough Junction*; 328 M. *York*; 331 M. *Don*, within the city limits of Toronto.

333 M. *Toronto*, see R. 33.

33. Toronto.

Arrival. The *Union Railway Station* (Pl. D, 3), which is inconveniently small for the growing traffic and urgently requires to be superseded by a more commodious building, lies on the lake-front, within a stone's throw of the leading hotels. The *Steamboat Wharves* are at the foot of *Yonge St.* (Pl. E, 4). — *Hotel Omnibuses* (25c.) and *Cabs* (see below) meet the trains and steamers, but are hardly necessary for unencumbered tourists. Baggage may be sent to the hotels by the transfer agents or the hotel porters.

Hotels. **QUEEN'S* (Pl. a; D, 3), *Front St.*, \$3-4; *ROSSIN HOUSE* (Pl. b; D, 3), *York St.*, well spoken of, \$2 $\frac{1}{2}$ -3 $\frac{1}{2}$; *PALMER HOUSE* (Pl. c; D, 3), cor. of *York St.* and *King St.*, \$2-2 $\frac{1}{2}$; *WALKER HOUSE* (Pl. d; D, 3), cor. of *York St.* and *Front St.*, \$2-2 $\frac{1}{2}$; *ARLINGTON* (Pl. e; D, 3), cor. of *King St.* and *John St.*, \$2 $\frac{1}{2}$ -3; *METROPOLE* (Pl. f; D, 3), cor. of *King St.* and *York St.*, \$2; *KENSINGTON* (Pl. g; D, 3), cor. of *King St.* and *York St.*, R. 50c. to \$1 $\frac{1}{2}$.

Restaurants. **Webb*, cor. of *Yonge* and *Melinda Sts.*; **McConkey*, 27 *King St. West*; *Toronto Coffee House*, 78 *King St. East*; *English Chop House*, 30 *King St. West*; *Coleman*, 111 *King St. West*; *Nasmith's Lunch Shops*, 51 *King St. E.*, 51 *King St. W.*, 152 *Yonge St.*, and 68 *Jarvis St.*

Cabs. For cab-hiring purposes the city is divided into three districts, the first bounded by *Bathurst*, *Bloor*, and *Sumach Sts.*, the second by *Dufferin St.*, the *N. City Limits*, and *Pape Avenue*, the third by the *Municipal Limits*. Cab within Division I, with one or two horses, 50c. for 1-2 pers., each pers. addit. 25c.; within Div. II, 75c. and 25c.; within Div. III, \$1, 25c. Per hour, with two horses, 1-4 pers. \$1; with one horse, 1-3 pers., 75c. Fares fifty per cent higher in winter (Nov.-April) from 9 p.m. to 6 a.m. and in summer from midnight to 6 a.m. Ordinary baggage free.

Tramways (horse and electric) traverse the principal streets and reach various suburban points (fare 5c.), carrying 80,000 or 90,000 passengers daily. — Small Steamers ply at frequent intervals to the *Island* (p. 153), the *Hummer* (p. 159), *Long Branch* and *Lorne Park*, *Victoria Park* (p. 159), etc. Larger boats ply to *Hamilton* (p. 168), to *Niagara-on-the-Lake* and *Lewiston* (comp. p. 167), to *Port Dalhousie* (p. 170) and *St. Catharine's* (p. 169), etc. The steamer for *Kingston*, the *St. Lawrence*, and *Montreal* (see R. 40) leaves *Geddes Wharf* (Pl. E, 4) every afternoon about 2 o'clock. — Some of the suburbs and out-lying districts are conveniently reached by the frequent trains of the *Belt-Line Railway*.

Places of Amusement. *Grand Opera House* (Pl. E, 3), *Toronto Opera House* (Pl. D, E, 3), Adelaide St. West; *Jacobs & Sparrow's Opera House* (Pl. 2; E, 3), Adelaide St. West; *Academy of Music* (Pl. 1; D, 3), 165 King St. West; *Moore's Musé* (Pl. E, 3), 93 Yonge St.; *Massey Music Hall*, see p. 156; *Pavilion*, in the *Horticultural Gardens* (Pl. E, 2; good concerts), cor. Gerrard and Sherbourne Sts.; *Cyclorama* (Pl. D, 3), Front St. West. — *Lacrosse Grounds*, at Rosedale (p. 159); *Baseball Grounds* (Pl. G, 3), Queen St. East; *Racecourse* at Victoria Park, to the E. of the city; *Cricket Ground*, on University Lawn. — *Rowing and Sailing* are carried on with great ardour in Toronto Bay and the Humber. Among the chief clubs are the *Royal Canadian Yacht Club*, the *Toronto Argonaut*, *Bayside*, and *Lesterville Rowing Clubs*, and the *Canoe Club*. In winter *Ice-Boating* is practised.

Clubs. *National* (Pl. D, 3), 98 Bay St.; *Toronto* (Pl. D, 3), 107 Wellington St. West; *Albany* (Pl. 5; E, 3), 34 Colborne St.; *Ontario Reform Club* (Pl. 6; E, 3), 8 Adelaide St. East; *Lieder-Kranz-Halle* (German Club), 255 Richmond St., with summer-premises on the Island (p. 158); *Athenaeum*, near the Metropolitan Methodist Church (p. 156). — **Art Exhibitions** at the rooms of the *Ontario Society of Artists*, 173 King St. West, and at the *Normal School* (p. 156).

Post Office (Pl. E, 3), Adelaide Street East (open 7-7).

United States Consul, *J. W. Coppinger*, Mail Building, 106 Bay St. — **German Consul-General**, *Samuel Nordheimer*, 15 King St. East. — **French Vice-Consul**, *A. Fulton*, 18 Court St.

Toronto (250-350 ft. above sea-level), the 'Queen City', the capital of Ontario and the second city of Canada, lies on the N. shore of *Lake Ontario*, in a large and sheltered bay between the rivers *Don* and *Humber*. The bay is formed by a narrow sandy island (see p. 158), about 6 M. long, enclosing a fine harbour $3\frac{1}{2}$ sq. M. in extent, with a narrow entrance at the W. end and a cut on the S.E. side. The city extends along the lake-front for about 8 M., and its site slopes gradually upwards to an ancient lake-margin 3 M. inland. The streets are laid out at right angles to each other, and the buildings are generally substantial and often handsome. *Yonge Street*, running to the N. from the water's edge and extending under the same name to *Lake Simcoe* (p. 160), 40 M. distant, divides the city into an E. and W. half. The chief business-streets are *Yonge St.*, *King Street*, *Wellington Street*, and *Front Street*, the last three running parallel with the lake-front. The fashionable residence-streets are *Jarvis Street* (pretty lawns and gardens) and *Sherbourne Street*, to the E., and *St. George Street*, to the W. *Rosedale* (p. 159) is rapidly becoming a fine residential quarter, and *Bloor Street* contains some handsome dwellings. In 1891 Toronto contained 181,220 inhab., mainly Protestants of British stock.

History. The name *Toronto* ('place of meeting') is first heard of as applied in the 17th cent. to the country of the Hurons, between Lake Simcoe and Lake Huron, but was afterwards naturally enough transferred to *Fort Rouille*, a small French trading-post erected about 1749 at the starting-point of the river and portage route from Lake Ontario to the Toronto district (site marked by a pillar in the Exhibition Grounds, Pl. A, 4). The present city was founded by the United Empire Loyalists, under *Major-General Simcoe*, in 1793, under the name of *York*, and became the capital of the new province of Upper Canada the following year. The settlement grew at first but slowly, and contained only 900 inhab. at the outbreak of the war of 1812, in which it was twice sacked by the Americans. After this, however, its growth was more rapid and in 1834, when it received its city charter and changed its name to *Toronto*, the population of York was fully 10,000. *William Lyon Mackenzie*, leader of the un-

fortunate rebellion of 1837 (comp. p. 149), was one of the early mayors of Toronto. The later increase of Toronto has been phenomenal even among American cities. From 44,821 in 1861 the population rose to 86,415 in 1881, while in the last decade (see above) it has more than doubled. — Toronto is as predominantly British and Protestant as Quebec (p. 37) is French and Roman Catholic, each city forming an epitome of the province of which it is the capital. It is the centre of Ontario, commercially, religiously, and educationally as well as politically, and has substantial grounds for the claim it sometimes makes of being the 'Boston of Canada'. Toronto contains about one church for every 1000 inhab. and Sunday is very strictly observed, the tramways ceasing to run, cabs being withdrawn from the streets, and saloons closing. — Comp. 'Toronto of Old', by Dr. Scadding.

Trade and Industry. The position of Toronto as the outlet of the Canadian share of the Great North-West makes it of high commercial importance; and its foreign trade in 1892 was valued at \$24,290,000. The chief articles of export are timber, horses, wool, bacon, grain, clover and grass seeds, and various manufactured articles. Its manufactures include foundry-products, stoves, leather, flour, whiskey, and beer, and have a total annual value of about \$45,000,000. The agricultural machinery works of *Massey & Harris* and the distillery of *Gooderham & Worts* are widely known. The assessed value of taxable property in Toronto is \$151,000,000.

Ontario, the province of which Toronto is the capital, is the richest and most populous in the Dominion, containing (1891) 2,114,321 inhab. or about 44 per cent of the total population of Canada. In size it ranks next to Quebec, with an extreme length of fully 1000 M., a breadth of 700 M., and an area of 222,000 sq. M. It is bounded by Hudson Bay on the N., N.E. Territory and Quebec on the N.E. and E., the St. Lawrence and the Great Lakes on the S.E., S., and S.W., and Manitoba and Keewatin on the W. and N.W. Its surface and soil display a great variety of configuration and quality, but a large proportion of the province is suitable for agriculture, which forms the chief occupation of its people. The richest, most thickly peopled, and most highly cultivated part of the province is the so-called Peninsula of Ontario (p. 164). The chief crops are wheat, barley, oats, Indian corn, turnips, and potatoes, while fruit-growing, stock-raising, and dairy-farming are also successfully prosecuted. The huge and valuable forests make lumbering one of the chief industries. The minerals include silver, copper, iron, nickel (see p. 190), gypsum, phosphates, marble, salt, natural gas, and petroleum (p. 166). The long coast-line of the Great Lakes (ca. 1700 M.) affords excellent shipping facilities and has fostered an important trade. Many manufactures are also carried on, and the lake-fisheries are by no means inconsiderable. — Ontario was largely founded by the United Empire Loyalists after 1776 (comp. p. 154). It became a separate province, under the name of Upper Canada, in 1791; was re-united with Quebec in 1841; and once more became an independent province, with its present name, in 1867.

Taking the *Union Station* (Pl. D, 3) as the starting-point for our tour of the city, we may first follow **FRONT STREET** (Pl. C-G, 3), with its substantial warehouses and the *Queen's Hotel* (p. 153), to the E. to its junction with **YONGE STREET**, where stand the *Bank of Montreal* (Pl. E, 3) and the *Board of Trade* (Pl. 4; E, 3), both to the left. To the right rises the *Custom House* (Pl. E, 3), in an Italian style, and behind this, at the lake-end of Yonge St., is the *Customs Warehouse*.

Following Yonge St. to the left, we cross Wellington St., with the *Bank of British North America* (right), pass the *Office of the Globe* (Pl. E, 3), one of the chief organs of Canadian Liberalism (l.; at the corner of Melinda St.), and soon reach **KING STREET** (Pl. A-G, 3), the crossing of these two busy thoroughfares forming the practical centre of the city. In King St., a little to the right (E.) of its junction with

Yonge St., stands **St. James's Cathedral** (Pl. E, 3), a large Early English building, with some monuments and good stained-glass windows (Sun. services at 11 and 7; Wed., 8 p.m.). The spire, 316 ft. high, contains a chime of bells and an elaborate clock (view; adm. to tower 10 c.) and was for some time the highest in America.

From Yonge St., a little to the N. of King St., the *Yonge St. Arcade* (Pl. E, 3) runs through to Victoria St. — In Temperance St., leading to the left from Yonge St., is the *Ontario Veterinary College* (Pl. 3; E, 3), largely attended by students from all parts of Canada and the United States.

In King St., a little farther on, is the *St. Lawrence Hall* or *Market* (Pl. E, 3), to the S. of which, in Front St., is the *Old City Hall* (Pl. E, 3). In the section of King St. between Yonge St. and Bay St. are the *Manning Arcade* and the handsome new building of the *Canada Life Assurance Co.* (Pl. 8; D, 3), while at the corner of King St. and Bay St. stands the *Office of the Toronto Mail* (Pl. D, 3). The *Bank of Commerce* is at the corner of King St. and Jordan St.

We now follow **CHURCH STREET** (Pl. E, 1-3) to the N., crossing Adelaide St. East, at the corner of which (right) is the excellent *Free Public Library* (Pl. E, 3), with 80,000 vols. and an excellent reference department. Connected with it are four Branch Libraries.

In Adelaide St., a little to the W., stands the *Post Office* (Pl. E, 3). — In Richmond St., between Yonge St. and Church St., are the huge red *Confederation Life Association Building* and the *Canadian Institute* (Pl. E, 3), with a scientific library and reading-room and *Archæological Collections of great value and interest.

In the square enclosed by Church, Adelaide, Bond, and Shuter Sts. stands the **Metropolitan Methodist Church** (Pl. E, 3), with its square tower and numerous pinnacles. It contains a huge organ with 53 stops and 3315 pipes. On the opposite side of Shuter St. is the **R. C. Cathedral of St. Michael** (Pl. E, 2), with its graceful spire, stained-glass windows, and interior polychrome decoration.

To the W., at the corner of Shuter and Victoria Sts., is the large *Massey Music Hall* (Pl. E, 2), for which Mr. H. A. Massey presented the city with \$100,000.

Farther out, Church St. passes the large ***Normal and Model Schools** (Pl. E, 2), which stand in pleasant grounds and include a library, an educational museum, a lecture-hall, and a gallery of art, with copies of the old masters, sculptures, engravings, models of Egyptian and Assyrian antiquities, views illustrating Canadian history, etc. (open, free, 9-5; catalogue 25c.). They are attended by about 600 students. In front is a bronze *Statue of Dr. Ryerson* (1803-82), the founder of the educational system of Ontario, by H. MacCarthy. The buildings also contain the offices of the *Provincial Department of Education*.

In the meantime we follow **QUEEN STREET** (Pl. A-G, 3) towards the W. To the right, facing the end of Bay St., stands the new **City Hall and Court House** (Pl. D, E, 3), a huge, unfinished pile in a modern Romanesque ('Richardsonian') style, by *Lennox*, with a lofty tower. Farther on, on the same side, between Chestnut St. and College Ave., is ***Osgoode Hall** (Pl. D, 3), the seat of the Superior Courts of Ontario, a building in the Italian Renaissance style, erected at a cost of \$300,000 and named after the first Chief Justice of Upper Canada. It contains an extensive legal library and is the seat of the *Law School*.

***COLLEGE AVENUE** (Pl. D, 2, 3), with its double row of elms and chestnuts, leads hence to (2/3 M.) ***Queen's Park** (Pl. D, 1), a wooded

tract 40 acres in extent, originally belonging to the Toronto University but now reserved as a public pleasure-ground. The large red buildings to the right, in College Avenue, are the *Armouries* (Pl. D, 2), erected by the Dominion Government for the Toronto militia. At the S. end of the park stand the massive new buildings of the **Provincial Parliament** (Pl. D, 1), erected in 1888-92 at a cost of about \$1,500,000. They are in a 'neo-Grecian' style, from the design of *Waite* of Buffalo, and, but for the roofs, make a dignified and imposing appearance. The interior is admirably fitted up. Admission to the House of Assembly, comp. p. 45. Near the Parliament Building are a *Monument* to the memory of Canadian volunteers who fell in the Fenian raid of 1866 and a bronze *Statue of the Hon. George Brown* (1818-80), a distinguished Canadian statesman (comp. p. 147) and founder of the 'Toronto Globe' (p. 155). — To the W. of the park are the extensive buildings of the ***University of Toronto** (Pl. D, 1), forming, perhaps, the finest ensemble of college architecture in the W. hemisphere. The main building, or *University College*, in the Norman style, with a massive central tower, was finished in 1859, at a cost of \$500,000 (architects, *Cumberland & Storm*), but was unfortunately burned down in 1890. Since then, however, it has been rebuilt in substantially the same form as before (architect, *Dick*). Within the University Grounds are the *Dominion Governmental Observatory*, the *School of Practical Science*, the new *Library* (finished in 1892), the *Biological Building*, with the *Medical School*, and a well-equipped *Gymnasium* (1892). — Facing the University Grounds are the building and lawns of the *Athletic Club*.

The *Main Entrance* to University College, with a handsome portico, is in the tower, on the S. The E. and W. wings are entered from a spacious vestibule, with fine stone pillars and carving. On the second floor are two lofty and well-proportioned *Halls*, with noteworthy wood-carving. The *Senate Chamber*, in the E. wing, is approached by a staircase with a dragon carved in wood. The W. wing contains *Laboratories*, etc. The **View from the Tower* (key kept by janitor; gratuity) includes the whole city and its environs. — A fine new *Campus* has been laid out to the N. of the main building.

The University of Toronto, together with University College, now attended by 1300 students, offers a complete course of training in arts, science, law, and medicine. Affiliated with it, but not forming part of the State institution, are the Presbyterian *Knox College* (Pl. C, 1), in Spadina Ave.; the Episcopalian *Wycliffe College* (Pl. D, 1), behind the University; the Roman Catholic *St. Michael's College* (Pl. D, 1), in St. Joseph St.; the Methodist *Victoria College* (Pl. D, 1), in the N. part of Queen's Park; the *Trinity Medical School*, Gerrard St.; the *Royal College of Dental Surgeons*, Louisa St.; the *Ontario College of Pharmacy*, Gerrard St.; the *Women's Medical College*, Sackville St.; the *Toronto College of Music*, Pembroke St.; and *Huron Episcopalian College*, London (Ont.).

McMaster Hall (Pl. D, 1), a tasteful building in brick and stone, to the N. of the park, facing Bloor St., belongs to an independent Baptist university, with faculties of arts and theology.

Making a fresh start from the Union Station (Pl. D, 3) and ascending **SIMCOE STREET** (Pl. D, 2, 3), we see to the left (entr. from Front St.) the *Old Parliament Building* (Pl. D, 3). On the same side, beyond Wellington St., is *Government House* (Pl. D, 3), the residence

of the Lieutenant-Governor, situated in pleasant *Grounds (admission on written application to the A. D. C. in waiting). To the right, at the corner of King St., is the Presbyterian **Church of St. Andrew* (Pl. D, 3), in a modified Norman style. To the left, beyond King St., in shady grounds, stand the old buildings of *Upper Canada College* (Pl. D, 3; see below).

On reaching *QUEEN STREET WEST* (Pl. C, 3), we may turn to the left and in a few minutes come to *John Street*, which leads to the right to *The Grange* (Pl. D, 2), an old Colonial mansion occupied by *Professor Goldwin Smith*. — About 1 $\frac{1}{4}$ M. farther along Queen St., to the right, is *Trinity College* (Pl. B, 3), an Anglican university founded by Bishop Strachan in 1851, when University College was secularized, with faculties of arts, medicine, law, and theology (300 students). The building is in the late-Gothic style and stands in pleasant grounds. — A little farther on, to the left, is the huge *Provincial Lunatic Asylum* (Pl. A, 3), with 40 acres of ground and accommodation for 700 patients.

Queen St. ends, 1 $\frac{1}{2}$ M. farther on, at *High Park*, a well-wooded tract of 350 acres, much frequented by holiday-makers. The mausoleum of the donor, *Mr. J. G. Howard* (d. 1890), is enclosed by part of the old railing that formerly surrounded St. Paul's Cathedral, London. The park is bounded on the W. by the *Humber River* (p. 154), from the mouth of which a ferry-steamer plies to *Yonge St. Wharf* (Pl. E, 4).

At no great distance from the Lunatic Asylum are the *Mercer Reformatory* (Pl. A, 3), the *Central Prison* (Pl. A, 3), and the *Exhibition Grounds* (Pl. A, 4; fair in Sept.). By the water's edge, to the S.E. of the last, is the *New Fort* (Pl. A, 4), connected by a road with the *Old Fort* (Pl. B, 4), nearer the centre of the town. In the capture of the latter in 1813 the American leader, *Gen. Pike*, was killed.

The *Horticultural Gardens* (Pl. E, 2; open till dark), a little to the N. E. of the Normal School (p. 156), contain large conservatories and the *Pavilion Music Hall* (p. 154), a favourite resort for balls and high-class concerts (3000 seats). To the W. lies the *Toronto Collegiate Institute* (Pl. E, 2), the oldest of the secondary schools of Ontario. [There are two other schools of similar rank in the city, one in Harbord St. and one in Jameson Ave.].

Among the other places of greater or less interest in Toronto may be mentioned the imposing new buildings of the *Upper Canada College* (beyond Pl. D, 1), a high-class school for boys (*View from the tower); the *General Hospital* (Pl. F, 2); the *Home for Incurables* (beyond Pl. A, 3; good view from tower); and the new *St. Alban's Cathedral* (bey. Pl. C, 1), of which the chancel only has been completed.

The **Island* (Pl. C-F, 5), which shelters the harbour (see p. 154), is the *Margate* or *Coney Island* of Toronto and is frequented in summer by large crowds (ferries from Church St., Yonge St., York St., and Brock St., plying to *Hanlan's Point*, at the W. end, and to *Island Park*, in the centre; return fare 10 c.). Like Coney Island, it is nothing but a large sand-bank, fringed with flimsy summer-cottages and studded with merry-go-rounds, band-

stands, dancing-pavilions, and the other paraphernalia of a Cockney Paradise. At the S.W. corner is a *Lighthouse*, and at the E. end are the *Wiman Baths*. In the middle is one of the club-houses of the *Royal Canadian Yacht Club*. The hotel at Hanlan's Point is owned by *Edward Hanlan*, at one time champion sculler of the world.

Perhaps the pleasantest short drive from Toronto is that across the bridge over the **Ravine of the Don (Riverdale Park; Pl. F, G, 1)*, on the N.E. side of the town, to the pretty suburb of *Rosedale*, where a lacrosse match is generally going on on Sat. in summer (comp. p. 154). In the vicinity are three picturesque *Cemeteries*. — Excursions may also be made by steamer to *Lorne Park* and *Long Branch*, lying beyond the Humber (p. 154), and to *Victoria Park* (p. 153).

From Toronto to *Hamilton, Niagara*, and *Buffalo*, see R. 36; to *Montreal*, see RR. 32, 40; to *Detroit*, see R. 35.

34. From Toronto to North Bay. Muskoka District.

227 M. GRAND TRUNK RAILWAY in 9½ hrs. (fare \$ 6.85; sleeper \$ 2). This line affords the only access to the beautiful **Muskoka Lake District* (see p. 162). Through-carriages run to *Muskoka Wharf* (p. 161; fare \$ 3.40, sleeper \$ 2, parlour-car 50 c.); and return-tickets are issued at reduced rates to all the principal points on the lakes (to *Beaumaris* and back \$ 5.50, all round the Muskoka Lakes \$ 7.50, etc.). Similar tickets are issued at Hamilton, London, Niagara, Port Huron, and Detroit.

Toronto, see R. 33. The line runs towards the W. (view of the *Lunatic Asylum* to the right and *Home for Incurables* to the left), then turns to the N. and quits the city precincts at (4½ M.) *Davenport*. To the left is the valley of the *Humber* (p. 154). About 3 M. beyond (23 M.) *King* we cross the watershed between Lakes Ontario and Huron (1000 ft. above sea-level). The *Vale of Aurora*, through which we now pass, recalls an English landscape. 30 M. *Aurora* (1743 inhab.); 34½ M. *Newmarket*, with 2143 inhab. and some manufactories. To the right, a little farther on, are the headwaters of the *Holland River*, part of the old canoe and portage route from Toronto to Lake Simcoe (comp. p. 154). — 38 M. *Holland Landing*, a place of some importance in the pre-railway days. On the village-green (not visible from the train) is a large anchor, brought from England and destined for service on the Great Lakes, but stranded here owing to the declaration of peace between Great Britain and the United States (1815). — We cross the *Holland River* at (42 M.) *Bradford* (Hotel), frequented by sportsmen and anglers (maskinonge, etc.). — At (52 M.) *Lefroy* we have our first view (right) of *Lake Simcoe* (p. 160). *Roach's Point*, seen across the narrow S. arm of the lake (ferry), is a favourite summer and fishing resort.

63 M. *Allandale (Rail. Restaurant)*, situated at the end of *Kempensfeldt Bay*, the narrow W. arm of Lake Simcoe, is the junction of lines to (95 M.) *Hamilton* (p. 168), *Penetang* (30 M.), and (52 M.) *Meaford*. The monument in the station-garden commemorates *Col. Cumberland*, long General Manager of the N. & N.W. Railway.

The line to Meaford (Paul's Hotel, \$ 1½; 1999 inhab.), on *Nottawasaga Bay*, the S. compartment of *Georgian Bay* (p. 181), passes (32½ M.) *Collingwood (Central, Globe, \$ 1½)*, another flourishing lake-port, with 4940 inhab., whence steamers ply to points of importance on Georgian Bay, Lake Huron, and Lake Superior.

Penetang or *Penetanguishene* (**The Penetanguishene*, \$2), with 2110 inhab., lies at the head of an inlet of Georgian Bay, 2½ M. from Midland (see below). It was formerly the Canadian naval station on the Great Lakes but was dismantled on the convention of mutual disarmament with the United States. It is now frequented as a summer-resort. The Jesuit establishment here dates from 1634. Steamers ply hence to points in the *Parry Archipelago*, etc.

64 M. **Barrie** (*Queen's*, \$2; *Barrie Ho.*, \$1½-2), a flourishing little city and summer-resort, with 5550 inhab., is prettily situated on the N. side of Kempenfeldt Bay. It is the starting-point of the Lake Simcoe steamer (see below).

***Lake Simcoe** is a beautiful sheet of water, about 30 M. long and 26 M. wide (if we measure up to the heads of the long narrow bays on the S. and W.). It affords good boating and fishing and has several pleasant summer-resorts and private residences on its banks. In this neighbourhood took place the chief events of the great war between the Hurons and Iroquois, in which the former barely escaped extermination. A few Hurons still inhabit *Serpent Island*, near the S. end of the lake. At a later date the Mississaugas drove the Iroquois out of the district (comp. below).

The steamer from Barrie calls at (9 M.) *Big Bay Point* (Hotel), at the junction of Kempenfeldt Bay with the main body of the lake, and then proceeds to the N., passing through the *Narrows*, to *Orillia* (see below).

Beyond Barrie the railway skirts the W. shore of Lake Simcoe (views to the right) and reaches (86 M.) *Orillia* (1000 ft.; *Orillia Ho.*, *Russel Ho.*, \$1½-2), a pleasant little town and summer-resort, with 4752 inhab., situated at the head of *Lake Couchiching* (see below). It contains a small *Town Park*, in the grounds of the old *Lunatic Asylum*, while 2 M. off, on a point stretching out into the lake, is the attractive *Couchiching Park*.

***Lake Couchiching** ('Lake of Many Winds'), about 14 M. long and 2-3 M. wide, is connected with Lake Simcoe by a narrow strait, crossed by the railway (see below). Steamers ply regularly from Orillia to *Washago* (see below). The lake affords good fishing for bass, salmon-trout, and pickerel.

From Orillia a branch-line runs to the N.W. to (32 M.) *Midland*, near Penetang, on Georgian Bay (steamers). — In the other direction this line runs to *Beaverton*, *Lindsay*, *Peterborough*, and *Port Hope*, and to *Toronto* viâ *Scarborough Junction*.

As we leave Orillia, we see the large *District Lunatic Asylum* to the right. The train crosses a swing-bridge over the 'Narrows' connecting Lakes Simcoe and Couchiching, passes (88½ M.) *Atherley Junction*, and runs along the E. side of Lake Couchiching. 92 M. *Rama* is the reservation of the last of the *Ojibbeway Indians*, the remnant of the tens of thousands that once occupied this district. To the E. of (94 M.) *Longford* lies *Lake St. John*. — 99 M. *Washago* (steamer, see above) lies at the foot of Lake Couchiching. The *Severn*, which here issues from the lake and drains into Georgian Bay, is famous for its fishing and for the game on its banks. From (100 M.) *Severn* the canoeist can reach Gravenhurst (see p. 161) viâ the *Severn*, *Sparrow Lake*, etc. (canoes and guides, obtained at Rama or Orillia, \$2 a day). — Beyond this point the limestone formations through which we have been passing give place to red granite. Beyond

(106 M.) *Kilworthy* we pass through the *Granite Notch* and reach the *Muskoka District* (see p. 162).

111 M. **Gravenhurst** (*Windsor, Albion, Caledonian*, \$1½), a village with 1848 inhab., prettily situated at the foot of *Muskoka Lake*, is the chief gateway to the beautiful district described at pp. 162-164. All needful camp-supplies can be obtained here. — A short branch-line runs to the left to (¾ M.) *Muskoka Wharf* (comp. pp. 162, 159). — Beyond Gravenhurst the North Bay line diverges somewhat from Muskoka Lake, of which the railway traveller obtains no other view. — 121 M. **Bracebridge** (*British Lion, Dominion, Queen's*, \$1-1½), where we cross the *Muskoka River*, is another gateway to the Muskoka Region, the steamers ascending the river to this point (comp. p. 164).

The fine *South Falls* of the Muskoka, about 3 M. from Bracebridge, descend 130 ft. in two leaps. — The *High Falls*, 4 M. distant, are also worth visiting. — The *North Branch Falls*, near the town, have been spoiled by lumber-mills.

Farther on, the river flows to our right. Good roads lead from (135 M.) *Utterson* to (ca. 5 M.) *Skeleton Lake* and *Three Mile Lake* (p. 163). *Mary Lake* lies 2½ M. to the E. — Passing the tiny *Round Lake* (l.), we reach (146 M.) *Huntsville* (*Lake View Ho., Dominion*, \$1½-2), situated between *Lake Vernon* (l.) and *Fairy Lake* (r.), two of the chain of lakes on the Muskoka River. Canoeists can make pleasant trips in each direction. — Near (150 M.) *Melissa* we cross the N. branch of the Muskoka. 155 M. *Novar*. In approaching (166 M.) *Katrine*, another pleasant centre, we cross the *S. Maganetawan River*.

171 M. **Burk's Falls** (*Burk Ho., \$2; Cataract Ho., \$1½*), a small village on the N. bank of the *Maganetawan*, a little way below the junction of its N. and S. branches, is the starting-point of the interesting trip down the Maganetawan, which sportsmen will find especially remunerative.

A small steamer descends the Maganetawan to (15 M.) *Maganetawan* (*Fitzer's, Osborn's*, \$1), on *Lake Cecebe* (1050 ft.), and to *Port Huron* (*Hotel*) and (40 M.) *Ahmie Harbor* (*Cliffbourne Ho., \$1*), on *Lake Ahmie* (return-ticket from Toronto to this point \$8.90). The canoeist may go on (with guide; numerous portages) all the way to *Port Byng*, 55 M. farther on, on Georgian Bay, or he may explore the various affluents and ramifications of the Maganetawan. The scenery is picturesque, and the opportunities for fishing and shooting (deer, etc.) are excellent. The canoeist should, of course, be prepared to camp out at night, though he may occasionally find quarters in a farm-house. From Byng Inlet steamers ply to *Parry Sound*, *Penetang* (p. 160), etc.

About 23 M. to the E. of Burk's Falls lies **Algonquin Park**, a picturesque tract of rock, forest, and water set apart by the Government of Ontario in 1893 for the preservation of game and forests and as a public pleasure and health resort. It lies on the watershed between the Ottawa and Georgian Bay and comprises an area of 1466 sq. M., with an average length (from N. to S.) of 40 M. and an average breadth of 36 M. Its fine timber includes white and red pine, black birch, maple, hemlock, ironwood, beech, black ash, basswood, cedar, spruce, tamarack, and alder, while animated nature is represented by the moose (rare), deer, beaver, bear, wolf, mink, otter, martin, musk-rat, partridge, duck, bass, whitefish,

pike, chub, etc. The park is at present a little out of the track of the ordinary tourist, but, when the railway mentioned at p. 143 is completed, it will probably become a popular resort.

Our line continues to run towards the N. 183 M. *Sundridge* (1115 ft.), on *Stony Lake* (r.). Beyond (188 M.) *South River* (1180 ft.; Hotel), the highest point on the railway, we cross that stream, which, in spite of its name, flows toward the N. to Lake Nipissing. 199 M. *Trout Creek*, 13 M. from the N.W. corner of *Algonquin Park* (see above); 207 M. *Powassan*; 219½ M. *Callander* (Hotels), on the S.E. bay of *Lake Nipissing* (p. 189). At (223 M.) *Nipissing Junction* we join the C.P.R. (R. 41).

227 M. *North Bay*, see p. 189.

The so-called ***Muskoka Lake Region**, in the highlands of Ontario, occupies, in its widest sense, an area of about 10,000 sq. M., between Georgian Bay (Lake Huron) on the W., Lake Nipissing on the N., and Lake Simcoe on the S., with a somewhat indefinite boundary-line on the E. Within this district, which has a mean altitude above the sea of about 800 ft. (200 ft. above Lake Huron), there are, perhaps, 800-1000 lakes and ponds, connected by innumerable streams. The Muskoka District proper includes the three connected lakes described below: *Muskoka*, *Rosseau*, and *Joseph*.

The scenery of Lakes Muskoka, Rosseau, and Joseph is full of variety and charm, and the air is pure and bracing. About 400 islets are scattered throughout the three lakes. Excellent fishing for bass, pickerel, maskinonge, and salmon-trout is enjoyed in the lakes themselves or in adjacent waters, while the forests on their banks contain deer, grouse, and many other kinds of game (game-laws, see p. lix). The facilities for boating, canoeing, and bathing are ample. Numerous small hotels and boarding-houses afford fair accommodation at moderate prices (see below). They are often crowded in summer, so that it is advisable to secure rooms in advance. The services of a good guide for fishing or sporting expeditions cost about \$2 a day; a man or boy to row may be obtained for \$1-1½. Steamers ply regularly in summer from *Muskoka Wharf* (p. 161) to the ends of Lakes Rosseau and Joseph, calling at intermediate points; another runs from *Bracebridge* to *Bala* (p. 164; comp. below). Only the regular landings are mentioned below.

I. FROM MUSKOKA WHARF TO ROSSEAU, at the head of Lake Rosseau, 33 M., *Steamer* in 4¾ hrs. (fare \$1; D. 40c.). — *Muskoka Wharf* (p. 161) lies at the end of the narrow S. bay of ***Muskoka Lake** (800 ft.), the southernmost and largest (20 M. long, 2-8 M. wide) of the three lakes. The steamer starts at present at about 2.45 p.m., on the arrival of the express from Toronto (comp. p. 160), and steers along the E. side of the lake, passing between two large islands and the mouth of the *Muskoka River* (p. 161). Numerous summer cottages and camps sprinkle both mainland and islands.

13 M. (r.) *Beaumaris* (Hotel, \$1½-2), on *Tondern Island*, separated from the mainland by a narrow channel. Opposite, on the mainland, at *Milford Bay*, is *Stroud's Hotel* (\$1.50). The steamer now steers into *Indian River*, connecting Lake Muskoka

with Lake Rosseau. On the left lies (21 M.) **Port Carling** (*Stratton Ho., Interlaken Ho.*, \$1 $\frac{1}{2}$ -2), the most central village on the three lakes and called at by all the steamers. It has three churches and stores where all kinds of supplies may be obtained. We now pass through the locks connecting the two lakes and enter ***Lake Rosseau** (805 ft.), which is 12 M. long and 1-6 M. wide. Like its companions, it is dotted with innumerable islands. Our first call is at (24 M.) *Windermere* (*Windermere Ho., Fife Ho.*, \$1 $\frac{1}{4}$ -1 $\frac{1}{2}$), on the E. bank, with a church, a mechanic institute, a library, and a group of cottages erected by the *Windermere Club*. A little farther on we pass the mouth of the *Dee* (r.), which canoeists may ascend to (2 M.) *Three Mile Lake* (p. 161). We then thread the narrow strait between *Tobin Island* and the mainland and pass *Juddhaven* (l.; *Morinus Ho.*, \$1). Opposite (r.) opens *Skeleton Bay*, into the head of which flows the *Skeleton River*, the outlet of (4 M.) *Skeleton Lake* (p. 161). Just before reaching Rosseau the steamer stops at the **Maplehurst Hotel* (\$2), on the left bank, affording the best quarters for summer-visitors at this end of the lake. — 33 M. **Rosseau** (*Monteith Ho.*, commercial, \$1 $\frac{1}{2}$ -2), a small village, much resorted to by summer visitors and anglers. A charming excursion may be made up the **Shadow River*, which enters the bay here and is so called from its magical reflections (best in autumn). The *Bridal Veil Falls*, on an affluent of the Shadow River, are picturesque. Coaches run from Rosseau to (7 M.) *Port Cockburn* (see below) and (25 M.) *Parry Sound* (p. 164).

II. FROM MUSKOKA WHARF TO PORT COCKBURN, at the head of Lake Joseph, 48 M., *Steamer* in 5 $\frac{1}{4}$ hrs. (fare \$1.25; D. 40 c.). As far as (21 M.) *Port Carling* this route coincides with that above described. On leaving the Indian River, the Lake Joseph steamer turns to the left and steers through *Venetia*, the island-dotted S. part of Lake Rosseau. 23 M. *Ferndale House* (\$1-1 $\frac{1}{2}$), on an inlet to the left. We then cross to (26 M.) *Cleveland's* (*Cleveland's, Paignton Ho.*, \$1-1 $\frac{1}{2}$), on the opposite shore, whence we turn to the S. again to (28 M.) *Gregory*, at the mouth of the *Joseph River*, one of the channels leading to Lake Joseph. The steamer, however, crosses to (30 M.) **Port Sandfield** (*Prospect Ho.*, \$1 $\frac{1}{2}$ -2), on a short canal made to improve the navigation between Lake Muskoka and ***Lake Joseph** (800 ft.), 14 M. long and $\frac{1}{2}$ -3 $\frac{1}{2}$ M. wide. The first stops made here are (33 M.) *Redwood* and (36 M.) *Hammil's Point* (*Hammil's Hotel*, \$1-1 $\frac{1}{2}$), the latter dividing the main lake from *Foot's Bay* and *Bass Lake*. The steamer then steers up the middle of the lake to (39 M.) the island of *Yoho*, beyond which it calls at the (43 M.) *Stanley House* (\$1 $\frac{1}{2}$ -2), on the E. bank. [To the N.E. of Yoho lies *Portage Lake*, connected with Lake Joseph and leading by easy portage to *Crane Lake*.] — 48 M. **Port Cockburn** (*Summit Ho.*, \$2), at the head of Lake Joseph, is an excellent centre for anglers, being within easy reach of innumerable small lakes and

streams. A stage-coach runs hence daily in summer to (18 M.) *Parry Sound* (Belvidere Hotel, \$1½-2½), connecting there with the North Shore Navigation Co.'s steamers on *Georgian Bay* (see p. 180). A stage also runs hence to (7 M.) *Rosseau* (p. 163).

Another charming point on Lake Joseph, called at occasionally by the regular steamers, is *Craigie Lea* (Hotel, \$1½-2), on the E. bank, at the entrance to the pretty *Little Lake Joseph*.

III. FROM BRACEBRIDGE TO BALA, 21 M., steamer twice daily in 2 hrs. (fare 60 c.). From *Bracebridge* (see p. 161) the steamer descends the *Muskoka River*, passing *Alport* (r.), to (6 M.) *Muskoka Lake*. Here it turns to the N. and calls at (12 M.) *Beaumaris* (p. 162), where it connects with the Lake Joseph and Lake Rosseau boats. We then cross the lake towards the W., calling at (16 M.) *Mortimer's Point*. — 21 M. **Bala** (*Currie's Hotel*, *Board's Hotel*, \$1-1½; *Brighton Beach Hotel*, on the opposite side of the bay, \$1½), the terminus of this route, lies on the E. bank of Lake Muskoka, at the outflow of the *Musquash River*, which carries the waters of the Muskoka lakes to Georgian Bay. Just after leaving the lake the river forms a fall 20-25 ft. high, below which it divides into two branches, that to the right taking the name of *Moon River*. Good fishing is obtained in both branches and in many small lakes near Bala.

35. From Toronto to Detroit.

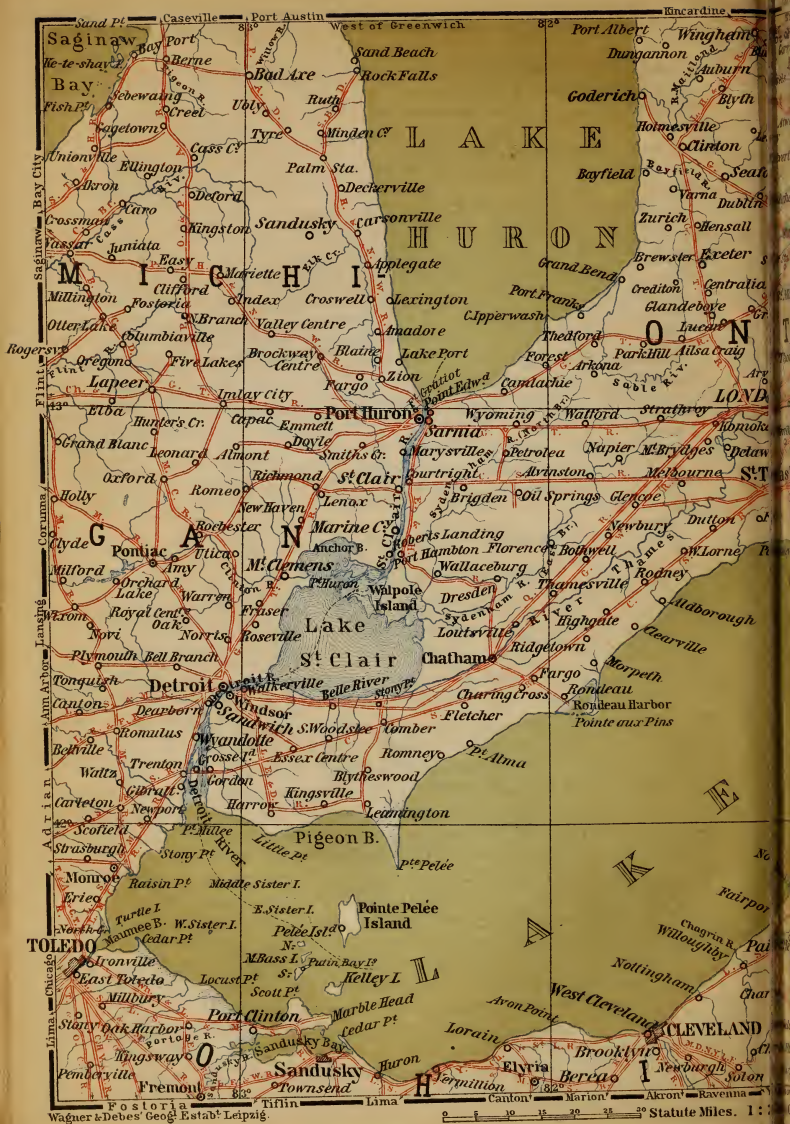
a. *Viâ Grand Trunk Railway.*

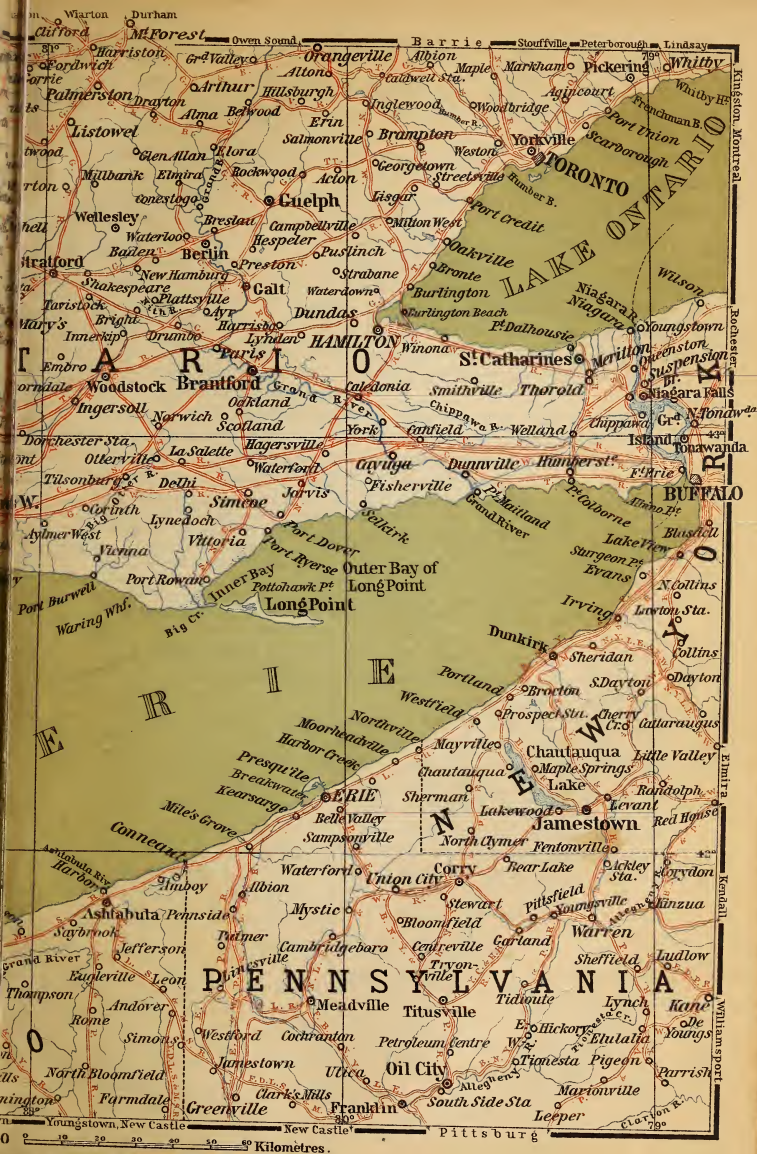
230 M. RAILWAY in 6-8 hrs. (fare \$6.60; sleeper \$2, parlour-car \$1). From *Montreal* to *Detroit* by this route in 20 hrs. (fare \$15; sleeper \$3.50).

Through-cars also run by this route from *Montreal* (24 hrs.) and from *Toronto* (15 hrs.) to *Chicago* (fares \$18, \$12.45; sleeper \$5, \$3). Tickets by this line are also available *viâ Hamilton* (comp. R. 37 b). — Trunks checked through to points in the United States are examined by the custom-house officers on arrival or departure; hand-baggage is examined in crossing the *St. Clair River*.

This line traverses the *Peninsula of Ontario*, between Lake Erie and Lake Huron, a district of great fertility but of little interest to the tourist.

Toronto, see R. 33. The train traverses the S.W. part of the town, passing the suburban stations of (2 M.) *North Parkdale* (p. 165) and (5 M.) *Carlton*, and for some time runs parallel with the C.P.R. Beyond (8 M.) *Weston* we cross a stream. 21 M. *Brampton* (3252 inhab.). We cross the *Credit River* before reaching (26 M.) *Georgetown* (1500 inhab.), where we cross the line running to the N. from *Hamilton* to *Beeton Junction* (see p. 169). Orchards and hop-fields are passed. At (41 M.) *Rockwood* we bend to the left (S.W.). — 48 M. **Guelph** (*Royal, Wellington*, \$1½), a flourishing little city with 10,339 inhab., manufactures organs, pianos, sewing-machines, and carriage gear. It is well known for its *Agricultural College*, the 'Cirencester of Canada' (left; 115 students). Attached to the college is an experimental farm of about 550 acres. Guelph is the junction of lines to *Galt* (p. 166) and *Harrisburg* (p. 172) and to *Warton* (on Georgian Bay), *Southampton*, and *Kincardine* (2631 inhab.), three small ports on Lake







1833



1833

Huron. — From (62 M.) *Berlin* (American Ho., \$1½; 7425 inhab.), in a district largely settled by Germans, short lines run to *Waterloo* and *Galt* (p. 166). 82 M. *Shakspeare*.

88 M. *Stratford* (*Windsor*, \$2; *Albion*, \$1½-2, *Rail. Restaurant*), an agricultural and industrial city with 9500 inhab., is a railway-centre of some importance, lines radiating hence to all points of the compass. Among them is one to (45 M.) *Goderich* (*Albion*, \$1½-2; 3839 inhab.), another port on Lake Huron. — 98 M. *St. Mary's* (*National*, *Windsor* \$1), a small town with 3416 inhab., prettily situated on hills rising from the river *Thames* (omn. from station to town, 1½ M., 15 c.). It is the junction of a branch-line to (22 M.) *London* (p. 166). — From (116 M.) *Lucan Crossing* lines run to *Goderich* (see above) and *London* (p. 166). 128 M. *Parkhill* (1680 inhab.). Several small stations are passed, with names indicating the Scottish origin of their settlers.

170 M. *Sarnia* (Tunnel Station; *Bell Chamber*, \$1½-2½), a brisk little port with 6693 inhab., lies on the *St. Clair River*, close to its mouth in Lake Huron. The train now enters the United States (Michigan) by a *Tunnel*, 1⅙ M. long, under the river.

The tunnel was constructed in 1888-91 at a cost, including the approaches, of \$2,700,000 (540,000 l.). It consists of a cast-iron tube, with an inside diameter of 20 ft., and was designed by *Mr. Joseph Hobson*. The length of the tunnel proper is 6025 ft., of the open portals or approaches 5600 ft. Throughout its entire length it perforates a bed of blue clay, with sand above and rock below. The engines used to take the trains through the tunnel have ten driving-wheels and weigh nearly 100 tons.

Examination of baggage, see p. 164. The time changes here from the Eastern to the Central standard (comp. p. xiv).

173 M. *Port Huron* (Tunnel Station; *Huron Ho.*, \$2-2½; *Rail. Restaurant*), with 13,543 inhab., lies opposite *Sarnia*, on the W. bank of the *St. Clair River*, and carries on a brisk trade in timber and fish. — Our line now turns to the left (S.). 195 M. *Lenox*; 210 M. *Mt. Clemens* (*Sherman*, *Avery*, \$2-3), a favourite summer-resort of the Detroiters. *Lake St. Clair* lies some distance to the left. 215 M. *Fraser*; 227 M. *Milwaukee Junction*; 229 M. *Gratiot Avenue*.

230 M. *Detroit* (*Cadaillac*, \$2½-4; *Russell Ho.*, \$3-3½; *The Wayne*, \$2-3½; *Leiders*, \$2-3), the chief city of Michigan, with 205,876 inhab., lies on the N. bank of the *Detroit River*, connecting *Lake Erie* with *Lake St. Clair*, and is fully described in *Baedeker's Handbook to the United States*.

For the rest of the route from Detroit to *Chicago*, see *Baedeker's United States*.

b. Via Canadian Pacific Railway.

234 M. RAILWAY in 7¼ hrs. (fares, etc., as above). Hand-baggage is examined in crossing the *Detroit River*. Through-cars run by this route from *Montreal* and *Toronto* to *Chicago* (fares, etc., as above). This line also traverses the peninsular part of Ontario.

In leaving *Toronto* (R. 33) the train passes the suburban stations of (2 M.) *Parkdale* (p. 164) and (4 M.) *Bloor Street*. At (5 M.) *Toronto Junction* the line to *Owen Sound* diverges to the right (see

R. 39). From (22 M.) *Streetsville* a line runs to (33 M.) *Orangeville* (p. 180). At (32 M.) *Milton* we cross a branch of the G.T.R. From (39 M.) *Guelph Junction* a branch-line runs to (15 M.) *Guelph* (p. 164). — 57 M. **Galt** (*Queen's, American Ho.*, \$1½), a brisk little city of 7535 inhab., with manufactures of edge-tools and woollen goods, is the junction of lines to *Berlin* (p. 165), *Harrisburg* (p. 172), and *Guelph* (p. 164). It was named after *John Galt* (1779-1839), the Scottish novelist, author of 'The Provost', etc., and father of Sir Alex. Galt (d. 1893) and Sir Thomas Tilloch Galt. — At (75 M.) *Drumbo* we cross the G.T.R. — 88 M. **Woodstock** (*Royal, O'Neill Ho., Thompson Ho.*, \$1½), a city with 8612 inhab., makes agricultural machinery and furniture and is the focus of numerous railway-lines (to St. Thomas, Stratford, etc.). — 101 M. *Thamesford*; 112 M. *Asylum*.

115 M. **London** (**Tecumseh Ho.*, \$2-3; *Grigg Ho.*, \$1½-2; *American Ho.*, \$1½), the eighth city of Canada, with (1891) 31,977 inhab., is the central point of what is, perhaps, the richest farming district in the country and carries on a large trade in agricultural produce. Its industries include petroleum-refining and the manufacture of agricultural machinery and furniture. It lies on the pretty river *Thames*, in the county of *Middlesex*; and the association with its mighty protonym is farther maintained by the names of its streets and bridges (*Piccadilly, Pall Mall, Regent St., Oxford St., Blackfriars, Westminster*). The city is well built and contains handsome churches (*St. Paul's*, etc.), public buildings, colleges, and an opera-house. It is the junction of lines to St. Thomas, St. Mary's, Goderich, Sarnia, Hamilton, etc. Pleasant excursions may be made in the environs.

Beyond London the line bends round to the left (S.W.), running parallel with the G.T.R., which follows almost the same route from this point to Windsor. Between (135 M.) *Longwood* and (139 M.) *Appin Junction* we cross a branch of the Michigan Central R.R. — 178 M. **Chatham** (*Garner Ho.*, \$2; *Rankin Ho., Globe*, \$1½), also a station on the G.T.R. and the Erie & Huron R.R., is a flourishing agricultural centre with 9052 inhabitants. Our line crosses the *Thames* and the G.T.R. here and henceforth runs to the S. of them. Farther on we skirt the S. bank of *Lake St. Clair*. 208 M. *Belle River*. At (223 M.) *Walkerville Junction* we cross the *Lake Erie & Detroit River Railway* (see below).

This line runs to the N. to (3 M.) *Walkerville*, on the *Detroit River*, with its large distilleries (ferry to *Detroit*). On the S. it runs to (27 M.) *Kingsville* (The *Mettewas*; *Middough's*, \$1-1½) and (35 M.) *Leamington* (1910 inhab.), on a bay of *Lake Erie*, the former frequented as a summer-resort. *Point Pelée*, to the S.E. of *Leamington*, is the southernmost point in Canada, except the island of the same name (p. 172).

228 M. **Windsor** (*British American Hotel, Crawford Ho.*, \$2), with 10,322 inhab., lies upon the *St. Clair River*, immediately opposite *Detroit*, and contains the suburban homes of many of its citizens. It is the W. terminus of the G.T.R. and C.P.R. and is also a station

on the Michigan Central R.R. from Buffalo to Chicago. The trains are transported across the river, here $1\frac{1}{2}$ M. wide, by large steam-ferry-boats. The surrounding country produces large quantities of pears, peaches, and grapes.

231 M. Detroit, see p. 165.

36. From Toronto to Niagara (and Buffalo).

a. By Steamer.

STEAMERS of the *Niagara Navigation Co.* leave Toronto four times daily for *Lewiston*, calling at *Niagara-on-the-Lake* and *Queenston* and taking $2\frac{1}{2}$ - $3\frac{1}{2}$ hrs. to the trip. The distance is about 42 M., of which 35 M. are on the Lake of Ontario and 7 M. on the Niagara River. *Lewiston* is 7 M. ($\frac{1}{3}$ hr.) from Niagara by railway (through-fare \$1.50; restaurant on board the steamer). Through-tickets are issued by this route to Buffalo and other points in the United States. Baggage is examined by custom-house officers on the steamer. A small river-steamer runs hourly between *Lewiston* and *Niagara*.

STEAMERS of the *Niagara Falls Line*, older and slower than those above mentioned, leave Toronto thrice daily for (25 M.) *Port Dalhousie* (p. 170, 2-3 hrs.). Passengers may then either proceed by G.T.R. all the way to *Niagara Falls* and *Buffalo*, or they may ascend the Welland Canal in the steamer to (4 M.) *St. Catharines* (p. 169) and take the railway there.

Travellers who wish to combine a lake-voyage with a visit to *Hamilton* (p. 168) may take the steamer to that city (35 M., in 2 hrs.) and proceed thence by train as in R. 36 b. (fare to *Hamilton* 75 c.). The *Hamilton* steamer calls at *Oakville* (p. 168) and at *Burlington Beach* (p. 169).

The Clyde-built steamer starts from the *Yonge St. Wharf* (Pl. E, 4), passes the W. end of the island, and then steers nearly due S. across Lake Ontario. During the middle portion of the voyage it is for a short time out of sight of land. In summer the water is usually calm.

Lake Ontario (247 ft. above the sea), the easternmost and lowest of the Great Lakes, is 197 M. long and 30-70 M. wide, with an area of 7250 sq. M. Its greatest depth is 738 ft. It receives the waters of the Upper Lakes through the Niagara River and discharges at its E. end into the St. Lawrence. The shores are generally low, with few peninsulas or promontories, and possess many excellent harbours. There are few islands of any size, the most important being *Wolfe Island*, at the outlet. The first sailing vessel on Lake Ontario was built for La Salle at the 'Cabins' (now Kingston) in 1678. Champlain named the lake *Lake St. Louis*, and it was afterwards known for a short time as *Lake Frontenac*.

On reaching the opposite shore the steamer makes its first stop at *Niagara-on-the-Lake* (*Queen's Royal Hotel*, from \$3; *Chautauqua*, \$2- $3\frac{1}{2}$), a favourite watering-place situated on the left (Canadian) bank of the *Niagara River*, at the point where it enters Lake Ontario. Good boating, bathing, and fishing are obtained here. *Niagara-on-the-Lake* was originally named *Newark* and was the first capital of Upper Canada. Some remains of the old *Fort Missasaga* are still visible. An important *Lawn Tennis Tournament* is held here in summer. On the opposite bank lies *Youngstown*, with the white *Fort Niagara*, first established in 1678 and now garrisoned by U.S. troops. Passengers who prefer it may disembark at *Niagara-on-the-Lake* and continue their journey by the Michigan Central R.R. on the W. bank.

Between its mouth and *Lewiston* the Niagara River runs be-

tween high wooded banks. The steamer first calls at *Queenston*, a village, on the Canadian shore, and then crosses to its terminus at *Lewiston* (*American Ho., Frontier Ho., \$2*), a village of 633 inhab., on the E. or American bank of the river.

The *Battle of Queenston Heights*, fought between the Americans and Canadians on Oct. 11th, 1812, ended after a severe struggle in the success of the latter. They paid for their victory with the loss of their leader *Sir Isaac Brock*, and the spot where he fell is marked by the *Brock Monument* (190 ft. high), the top of which commands a splendid *View, sometimes including a dim vision of Toronto. — *Niagara Falls Park and River Electric Railway* hence to *Chippewa*, see p. 173.

Passengers leave the steamer either at *Queenston* or *Lewiston*, finishing their journey in the one case by the *Niagara Falls Park and River Electric Railway* (p. 173), and in the other by the *New York Central R.R.*, which runs along the E. side of the Niagara gorge, affording fine *Views of the *Lower Rapids*, and the *Whirlpool* (comp. p. 179).

7 M. *Niagara Falls* (N. Y.), see p. 173.

Beyond *Niagara Falls* the railway goes on, following the river pretty closely, to (11 M. from *Niagara Falls*) *Tonawanda* and (22 M.) *Buffalo* (see *Baedeker's United States*).

b. By Railway.

GRAND TRUNK RAILWAY to (82¼ M.) *Niagara Falls* (Ont.) or (82¾ M.) *Suspension Bridge* in 3-4 hrs. (fares \$2.60, parlour-car 50 c.). Passengers for *Niagara Falls* (N. Y.) and *Buffalo* should enquire whether it is necessary to change carriages at *Suspension Bridge* and complete their journey by the N.Y.C.R.R. (through-fare to *Niagara Falls* \$2.65, to *Buffalo* \$3.15). — Luggage checked through to U.S. points is examined on arrival; hand-baggage is examined in crossing the *Suspension Bridge* (see p. 170).

Toronto, see R. 33. The train runs to the W. along the waterfront, skirting the *Exhibition Grounds* (p. 158) and passing the suburban stations of (1 M.) *Queen's Wharf*, (2½ M.) *South Parkdale*, (¾ M.) *High Park* (p. 158), *Humber* (5 M.), and (5¾ M.) *Humber Grove*. Farther on it continues to run near the lake. 21 M. *Oakville* (*Canadian Hotel, Oakville Ho., \$1½*), with 1825 inhab. and large strawberry-gardens. At (31½ M.) *Burlington Crossing* a branch-line diverges to the left to *Burlington Beach* (see p. 169), and some of the *Hamilton* trains follow this route. 32 M. *Burlington*; 35 M. *Waterdown*. The fertile fruit-growing country we are now traversing is known as the 'Garden of Canada'.

39 M. *Hamilton*. — *Hotels. Royal*, 79 James St. North, \$2½-4; *St. Nicholas*, 53 James St. North, \$2; *Dominion, American*, King St., \$1½. — *Railway Restaurant*.

Tramways traverse the chief streets (5 c.). — *Cabs* 25 c. per drive within the city for each pers.; per hour, 1-4 pers., \$1. — *Post Office*, 2 John St. South (7-6). — *Grand Opera House*, James St. North. — *Hamilton Club*, James St.

Hamilton (255 ft.), the fourth city of Canada, with (1891) 48,980 inhab., was founded about 1810 and is pleasantly situated on *Hamilton Bay*, at the W. end of *Lake Ontario*, on one of the steps or ter-

paces which surround the lake and seem to have at one time formed its shore. It carries on a very considerable commerce by land and water and has some claim to the title of the 'Birmingham of Canada' in virtue of its numerous industries (value of products in 1892, \$13,980,000; hands employed, 14,000). Its harbour is formed by *Burlington Beach*, a sand-spit 5 M. long, resembling the island at Toronto (see p. 158), through which a short canal has been dug. Behind the town rises the so-called *Mountain* (250 ft.), part of the 'Niagara Escarpment' (*View; inclined railway to the top, 5 c.). Hamilton is well laid out and contains many substantial public and private buildings. It is the centre of the fruit district of W. Canada and the seat of bishops of the Anglican and Roman Catholic churches.

Near the centre of the city lies the pretty triangular park named the **Gore*, formed by the convergence of York, James, and King Sts. Round it are grouped many of the principal buildings of the city, including the *Post Office*, the *Bank of Hamilton*, the *Custom House*, the *Bank of British North America*, and the offices of the *Canada Life Assurance Co.* and the *Hamilton Provident & Loan Society*. The *School Buildings* are unusually handsome and substantial, and many of the *Churches* are also fine. Other important edifices are the *City Hall*, the *Court House*, and the *Free Public Library*. On the top of the Mountain stands the large *Government Lunatic Asylum*. Many of the handsomest private residences are near the base of the Mountain; one of the finest is *Wesanford*, the home of the Hon. W.E. Sanford, with good art-collections. — *Dundurn Park* affords pretty walks. Hamilton contains, perhaps, the best *Racecourse* in America.

Burlington Beach (*Ocean House*; see above), is, like the Island at Toronto, a favourite summer-resort of the townspeople. It is called at regularly by the steamer between Hamilton and Toronto (comp. p. 167); the steamboat wharf is 1 M. from the centre of the town (tramway 5 c., cab for 1-2 pers. 50 c.).

Another pleasant short excursion may be made to (6 M.) *Dundas* (p. 172).

FROM HAMILTON TO ALLANDALE, 95 M., *Grand Trunk Railway* in 4½ hrs. (fare \$ 1.90). — This line crosses *Burlington Beach*, and diverges to the left at (11 M.) *Burlington Crossing* (p. 168) from the above-described line to Toronto. At (25 M.) *Milton* (p. 166) we intersect the C.P.R. from Toronto to Detroit; at (36 M.) *Georgetown* (p. 164) we intersect the G.T.R. line from Toronto to Port Huron; and at (52 M.) *Cardwell Junction* we connect with the C.P.R. branch to Owen Sound (R. 39). — At (71 M.) *Beeton*, famous for its honey, the line forks, the left branch leading to (41 M.) *Collingwood* (p. 180), while the right branch runs to (95 M.) Allandale, where it unites with the line to the *Muskoka District* described at p. 162.

FROM HAMILTON TO PORT DOVER, 40 M., *Grand Trunk Railway* in 2½ hrs. (fare \$ 1.25). — *Port Dover* is a small harbour on Lake Erie.

From Hamilton to Detroit, see R. 37b.

Beyond Hamilton the train runs towards the E., parallel with the S. shore of Lake Ontario, frequent views of which are obtained to the left. 45 M. *Stoney Creek*; 50 M. *Winona*; 55 M. *Grimsby*; 57 M. *Grimsby Park*, a summer-resort with a large Methodist camp-meeting ground. The district we are now traversing is one vast orchard, producing large quantities of peaches and other fruit. 65 M. *Jordan*. — 71 M. *St. Catharine's* (*Stephenson Ho.*, \$ 3; *Welland*, *Grand Cen-*

tral, \$2), a prettily situated little city with 9170 inhab., lies to the left (N.) of the railway, on the *Welland Canal* (see below). It carries on ship-building and other industries, and its mineral springs attract numerous visitors. The *Bishop Ridley College* is a Church of England institution with accommodation for 200 boys.

The *Welland Ship Canal*, constructed about 1824, runs from *Port Dalhousie*, on Lake Ontario, to *Port Colborne*, on Lake Erie, a distance of $26\frac{3}{4}$ M., and affords an outlet from the Upper Lakes to the St. Lawrence and the sea for vessels of 1500 tons. The difference of level between the lakes ($326\frac{3}{4}$ ft.) is overcome by 25 locks. The canal is 14 ft. deep and 100 ft. wide at the bottom. About 1,000,000 tons of goods are annually carried through the *Welland Canal*.

St. Catharine's is also connected by railway with (3 M.) *Port Dalhousie* and (22 M.) *Port Colborne*.

At (73 M.) *Merritton* (1813 inhab.) the train passes through a tunnel below the *Welland Canal* (see above), the ships in which appear as if sailing in the air above our heads.

Near Merritton is the battlefield of *Beaver Dams* (June 24th, 1813), marked by a small monument, where Ensign Fitzgibbon, with 40 British soldiers and 200 Indians, captured an American force of 650 men. The British outpost here was warned of the American approach by the heroism of *Mrs. Laura Secord*, who traversed 20 M. of Indian-haunted forest alone and on foot.

The Canadian town of ($82\frac{1}{2}$ M.) *Niagara Falls* (*Victoria Hall*, *Wesley Park*, *Park Side Inn*, *Robinson House*, \$2), with 4500 inhab. (including *Clifton*), lies at the W. end of the *Railway Suspension Bridge* (p. 178). It is a manufacturing place (value of products in 1891, \$444,435), and is not very conveniently situated for visitors to the Falls (see, however, the note on the electric railway at p. 173). The new *Collegiate Institute* is a handsome building.

The train moves slowly across the bridge to the (83 M.) *Suspension Bridge Station* (hand-baggage examined, see p. 168), where passengers sometimes change carriages for the N. Y. line to (2 M.) the American town of *Niagara Falls* (see p. 173).

37. From Detroit to Buffalo.

Detroit and Buffalo are both in the United States, but the direct routes between them pass almost wholly through Canadian territory.

a. *Viâ Michigan Central Railroad.*

251 M. RAILWAY (*North Shore Line* or '*Niagara Falls Route*') in 7-8 hrs. (fare \$7, sleeper \$2, parlour-car \$1 $\frac{1}{2}$). This line runs along the N. shore of Lake Erie, through Ontario, and affords a good view of Niagara Falls (see p. 171). It forms part of one of the great through-routes between New York and Chicago (see *Baedeker's United States*). Luggage checked through to United States points is not examined; small packages are examined in crossing the *Cantilever Bridge* (p. 178).

From Detroit (p. 165) we cross the Detroit River to (1 M.) *Windsor*, as described at p. 167. The line runs at first towards the S.W., but turns abruptly to the left at (15 M.) *Essex Centre*, the junction of a branch-line to (16 M.) *Amherstburg* (American Hotel, Park Ho., \$1 $\frac{1}{2}$; 2279 inhab.) and *Toledo* (see *Baedeker's United States*). The

country traversed is flat and fertile, without great scenic attractions. From (29 M.) *Comber* a branch-line runs to (14 M.) *Leamington* (p. 166). At (55 M.) *Fargo* we intersect the Erie & Huron R.R. 66 M. *Ridgetown* (Benton Ho., \$1½; 2254 inhab.); 91 M. *Dutton*.

110 M. **St. Thomas** (*Grand Central*, \$2-2½; *Hutchinson Ho.*, *Queen's*, \$1½-2; *Globe*, \$1½), a thriving city of 10,370 inhab., with various industries and a trade in agricultural produce, is the junction of lines to *Glencoe*, London (p. 166; 15 M.), Toronto (p. 153), etc. A short branch-line runs to the S. to (8 M.) *Port Stanley* (Fraser's Hotel, \$1½-2½), a harbour and summer-resort on Lake Erie, with a fine sandy beach. — Farther on we cross two branches of the G.T.R. From (157 M.) *Waterford* a line runs to (17 M.) **Brantford** (*Kerby Ho.*, \$2; *Commercial*, \$1.50), a city of 12,753 inhab., with manufactures of agricultural implements, stoves, waggons, and bicycles. It is named after the famous Mohawk chief *Brant*, who remained loyal to England at the American Revolution and migrated hither, with part of his tribe, after the close of the war. A fine monument to him has been erected in Victoria Square. Brantford, which is known for its high-class schools, is the headquarters of the amalgamated tribes of the Six Nations. Brant is buried in the old *Mohawk Church*, 2 M. from the city, where services are still held in the Mohawk dialect. The *Bow Park Farm*, with its famous thoroughbred stock, lies 3 M. from the city. — At (169 M.) *Hagersville* we cross the G.T.R. line from Hamilton to Port Dover (see p. 169) and at (185 M.) *Canfield* the G.T.R. line from Buffalo to Goderich (p. 165). — 211 M. *Welland* (Dexter Ho., Fraser Ho., \$1-1½), with 2035 inhab., is one of the prosperous little settlements that have sprung up along the Welland Canal (p. 170). From this point a short line runs direct to (23 M.) *Buffalo*, viâ *Fort Erie* and the *International Bridge*, but our line turns to the left (N.E.) and reaches the *Niagara River* at (223 M.) *Falls View*, where all trains stop five minutes to allow passengers to enjoy the splendid **View of Niagara Falls* (p. 174). The train then runs to the N. to (224 M.) *Niagara Falls, Ont.* (p. 170), and (225 M.) *Clifton*, whence it crosses the Niagara by the Cantilever Bridge (p. 178; **View of the rapids*) to (226 M.) *Suspension Bridge* (p. 178). Thence to (228 M.) *Niagara Falls, N. Y.*, and (251 M.) *Buffalo*, see pp. 170, 168.

Beyond Clifton the Michigan Central R.R. runs to the N. to (6 M.) *Queenston* (p. 163) and (13 M.) *Niagara-on-the-Lake* (p. 167).

b. Viâ Grand Trunk Railway.

255 M. RAILWAY in 7-8 hrs. (fares, etc., as above). This line runs viâ London, Hamilton, Suspension Bridge, and Niagara Falls (N. Y.).

From *Detroit* (p. 165) we cross to (1 M.) *Windsor* (p. 166) as above. From Windsor to (110 M.) *London* (p. 166) the route is substantially the same as that followed by the C.P.R. (R. 35b). The chief intermediate station is (46 M.) *Chatham* (p. 166).

Beyond London the line continues to follow a general N.E. di-

rection. 130 M. *Ingersoll*. At (138 M.) *Woodstock* (p. 166) we touch the C.P.R. line to Toronto and cross the G.T.R. line to Goderich (p. 165). 157 M. *Paris*; 167 M. *Harrisburg* (Rail. Restaurant), a railway-junction of some importance (comp. p. 164). 180 M. *Dundas* (Riley Ho., \$1½), a town with 3546 inhab., is older than Hamilton and was at one time a rival. The scenery here is very attractive. — 186 M. *Hamilton* (Rail. Restaurant), see p. 168.

From Hamilton to (230 M.) *Niagara Falls* (N.Y.) and (255 M.) *Buffalo*, see pp. 169, 170, 168.

c. By Steamer.

STEAMERS of the *Erie & Western Transportation Co.* ply from Detroit to *Cleveland* (fare \$3) and *Buffalo* (\$6½) every Mon. and every second Sat., taking about one day to the journey. The steamers are reasonably comfortable, and the above fares include meals and berths. Warm wraps should be taken even in midsummer. For an account of the voyage all the way between Buffalo and Chicago, see *Baedeker's Handbook to the United States*.

Detroit, see p. 165. The steamer first descends the *Detroit River*, which varies in width from 4 M. at its mouth to ½ M. opposite Detroit. It generally presents a very animated sight; and some idea of the traffic on the Great Lakes may be gathered from the fact that the aggregate tonnage of the ships passing Detroit in the seven months during which navigation is open (36,000,000 tons in 1890) nearly equals that of the vessels annually entering and clearing at London and Liverpool (37,500,000 tons in 1890).

Lake Erie (573 ft. above the sea), which we reach about 18 M. from Detroit, the second (counted from the E.) of the Great Lakes between Canada and the United States, is 250 M. long and 40-65 M. wide, with an area of 9900 sq. M. It is by far the shallowest of all, having an average depth of 85 ft. and a maximum depth of 210 ft. It communicates with Lake Huron by the Detroit River (see above) and pours its waters into Lake Ontario by the Niagara River (see p. 174). It is the scene of a very busy navigation. The first vessel to navigate the lake was built on the Niagara River by La Salle in 1679, and the first steamboat was launched in 1818.

The steamer passes the **Put-in-Bay Islands*, a favourite summer-resort (several hotels), about 20 M. from the mouth of the Detroit; the largest is *Peléé Island*, 8 M. from *Point Pelée* (p. 166) and belonging to Canada. We then steer for the S. (U.S.) shore.

65 M. (from Detroit) *Sandusky* (*West Ho.*, *Sloane Ho.*, \$2-3), with 18,471 inhab., a good harbour, and a trade in fish and fruit, is passed without a stop. The coast farther on is varied and picturesque.

115 M. *Cleveland* (580 ft.; *Hollenden*, \$3-5, R. from \$1; *Stillman*, \$3½-5; *Forest City*, \$2½-3), the second city of Ohio, with 261,353 inhab. and large iron and steel works, is fully described in *Baedeker's United States*. It is one of the most beautiful cities on the Great Lakes, and is seen to advantage from the steamer. The *Garfield Memorial*, over the grave of *President Garfield*, is conspicu-

ous to the E. of the city. Beyond Cleveland the steamer runs near the well-wooded shore.

210 M. Erie (*Reed Ho.*, \$2-3; *Moore*, \$2), a shipping-port of Pennsylvania, with 40,464 inhab. and a good harbour, sheltered by *Presque Isle*, was the headquarters of *Commodore Perry* when he defeated the Anglo-Canadian fleet in 1813. This is usually the last point touched at by the steamer, *Dunkirk* and other places being passed over.

290 M. Buffalo (*Iroquois*, \$4-5, R. from \$1½; *Niagara*, \$4-5; *Genesee Ho.*, \$2½-4), see *Baedeker's United States*.

38. Niagara Falls.

Hotels. *CATARACT HOTEL, close to the river, with good cuisine, \$4; INTERNATIONAL HOTEL, \$4; KALTENBACH, well spoken of, with view of the river, \$3; PROSPECT HOUSE, \$3½-5½. The first two are open in summer only. These are all on the American side, in the city of *Niagara Falls*. — CLIFTON HOUSE, on the Canadian side, near the end of the Suspension Bridge, with distant view of the Falls, from \$4 or \$5 upwards (open in summer only; high charges complained of).

Railway Stations. *New York Central*, cor. of Falls St. and Second St., also used by the Michigan Central and the R. W. & O. railways; *Erie Station*, cor. of Niagara St. and Second Sts., also used by the Lehigh Valley R. R. — The Canadian lines make connection for Niagara Falls at *Suspension Bridge*, 2 M. to the N.; and there are also stations on the Canadian side at *Clifton* (M.C.R.), *Niagara Falls, Ontario* (for the Clifton House; connection between G.T.R. and American lines), and *Falls View* (comp. p. 171). — Niagara Falls, N.Y., is also connected with Suspension Bridge by tramway (5c.).

Carriages. The former extortionate charges and impertinent demeanour of the Niagara hackmen have been greatly abated. The rates are \$1½ for the first and \$1 for each addit. hr., with two horses \$2 and \$1½; but it is always advisable to make a distinct bargain with the driver, and lower terms than the legal rates may often be obtained, especially by a party. It should be expressly stipulated who is to pay the tolls in crossing the bridges, etc.; and the driver should be strictly enjoined not to stop at any of the bazaars or other pay-places unless ordered to do so. A single-horse conveyance should not cost more than \$3 for half-a-day or \$5 for a whole day. — *Park Vans* make the round of the American Reservation at frequent intervals (fare 25c., for Goat Island 15c.), and passengers are entitled to alight at any number of points and finish the round by any subsequent vehicle on the same day. — *Omnibus* from the station to the hotels 25c.

Niagara Falls Park and River Railway. This excellent electric railway, opened in 1893, runs along the Canadian bank from *Queenston* (p. 168) to (11½ M.) *Chippewa* (p. 179; fare 45c.), starting every 20 min. and taking 1½ hr. to the trip. The intermediate stations are *Brock's Monument* (p. 163; fare 10c.), the *Whirlpool* (p. 179; 20c.), *Niagara Falls Town* (p. 170; 25c.), *Niagara Falls Park* (p. 177; 30c.), and *Dufferin Islands* (p. 178; 35c.). This line affords admirable views of the rapids, gorge, and falls, and forms the cheapest and swiftest route from one point of interest to another. It is intended to extend the railway a little farther up the river, to connect with a line of steamboats from Buffalo.

Fees. Since the establishment of the American and Canadian National Parks and Reservations, most of the former extortionate fees have been abolished; and any visitor who is able to walk a few miles can see all the chief points at very little cost. Goat Island and all the best views of the Falls are free; and the only extra expenses which the visitor is advised to incur are the trip in the '*Maid of the Mist*', including the visit to the Canadian side (50c.), the *Cave of the Winds* (\$1), and the view of the

Whirlpool Rapids from the Canadian side (50 c.). A visitor who 'does' *Goat Island* and *Queen Victoria Park* and takes these three trips may safely disregard all other attacks on his pocket. At present a toll (10-20 c., incl. return 20-25 c.) is exacted for crossing the bridges, but there is some hope that this may be abolished and a real International Park formed. Driving is quite unnecessary on the American side, while the Electric Railway (see p. 173) furnishes all needful transportation on the Canadian side.

Bazaars. While the hackman nuisance has been abated, the bazaar nuisance continues in full force; and it is so serious an annoyance that many travellers hurry through their visit and leave Niagara much sooner than they intended. It is impossible to walk through the streets or look into the shop-windows without being annoyed by the most impudent and persistent solicitations. A stony disregard of all such importunity is imperatively necessary, especially in the bazaars through which one approaches the inclined railways. The 'No charge for admission' is almost as impudent a fraud as the 'Entrée Libre' of the Parisian cafés-chantants. No purchases should be made at places to which tourists are taken by hackmen. Those who wish Indian curiosities should buy from the Indians themselves.

Reservations. The *New York State Reservations at Niagara* comprises 107 acres and was opened in 1885. It includes *Prospect Park*. — The *Queen Victoria Niagara Falls Park*, on the Canadian side, covers 154 acres and was opened in 1888. — The New York Commissioners issue a folder of useful 'Suggestions to Visitors', which may be obtained (free) at any of the hotels or from the officers of the Reservation.

Plan and Season of Visit. The description in the text follows the best order in which to visit the Falls. The American side is seen to greatest advantage in the morning, the Canadian side in the afternoon, the sun being then at our backs as we face the Falls. The Whirlpool Rapids are best seen from the Canadian side. It is possible to see all the chief points in one day, but it is better to allow 2-3 days for the visit. May, the first half of June, the second half of Sept., and Oct. are good seasons to visit Niagara, which is hot and crowded in midsummer. No one who has an opportunity to see them should miss the Falls in the glory of their winter dress. — Comp. the *Book of Niagara* (Underhill & Nicholls; Buffalo; 1893).

The ****Falls of Niagara** ('Thunder of Waters'), perhaps the greatest and most impressive of the natural wonders of America, are situated on the *Niagara River*, 22 M. from its head in Lake Erie and 14 M. above its mouth in Lake Ontario. This river forms the outlet of the four great Western lakes (Erie, Huron, Michigan, and Superior), descending about 330 ft. in its course of 36 M. and affording a channel to a large part of the fresh water in the globe. Its current is swift for about 2 M. after leaving Lake Erie, but becomes more gentle as the channel widens and is divided into two parts by *Grand Island*. Below the island the stream is $2\frac{1}{2}$ M. wide. About 15 M. from Lake Erie the river narrows again and the rapids begin, flowing with ever increasing speed until in the last $\frac{3}{4}$ M. above the Falls they descend 55 ft. and flow with immense velocity. On the brink of the Falls, where the river bends at right angles from W. to N., the channel is again divided by *Goat Island*, which occupies about one-fourth of the entire width of the river (4770 ft.). To the right of it is the ****American Fall**, 1060 ft. wide and 167 ft. high, and to the left of it is the ****Canadian or Horseshoe Fall**, 158 ft. high, with a contour of 3010 ft. The volume of water which pours over the Falls is 15 million cubic ft. per minute (about 1 cubic

mile per week), of which probably nine-tenths go over the Canadian Fall. Below the Falls the river contracts to 1000-1250 ft., and rushes down foaming and boiling between lofty rocky walls. Two miles farther down it is barely 800 ft. wide, and at the Whirlpool (see below) the huge volume of water is compressed into a space of 250 ft. Within 7 M. these lower rapids descend over 100 ft., but at Lewiston the river once more becomes wider and smoother.

The gorge through which the river runs has been formed by the action of the vast body of water rushing through it, and the Falls themselves are receding up the river at a rate which in 1842-90 averaged $2\frac{1}{5}$ ft. per annum on the Canadian side and $\frac{2}{3}$ ft. on the American side. The rocks passed through by the receding falls are sandstone, shale, and limestone. At present the formation over which the water pours is limestone, with shale lying 80-90 ft. below it; and the frequent fall of great masses of limestone rock is probably occasioned by the erosion of the underlying shales. At the Whirlpool the continuity of the rock-formation is interrupted, and the whole wall of the ravine is formed of drift. Geologists tell us that a farther retrocession of about 2 M. will cut away the layers of both limestone and shale and leave the falls stationary on the sandstone, with their height reduced about 50 per cent.

Niagara Falls appear under the name of Ongiara in Sanson's Map of Canada (Paris, 1657), but the first white man known to have seen Niagara Falls was *Father Hennepin*, a member of La Salle's party in 1678. He described them as 'a vast and prodigious Cadence of Water, which falls down after a surprizing and astonishing manner, insomuch that the Universe does not afford its Parallel . . . The Waters which fall from this horrible Precipice do foam and boyl after the most hideous manner imaginable, making an outrageous Noise, more terrible than that of Thunder; for when the Wind blows out of the South, their dismal roaring may be heard more than 15 leagues off'. The sketch he made of the Falls shows several points of difference from their present state.

The Indians have a tradition that the Falls demand two human victims every year; and the number of accidents and suicides is perhaps large enough to maintain this average. Many lives have been lost in foolhardy attempts to cross the river above Goat Island.

The American city of *Niagara Falls* closely adjoins the river and in 1890 contained 5502 inhab. (in 1894 estimated at 15,000). The chief source of its prosperity has long been the influx of sightseers; but it now carries on many manufactures and when the great tunnel (see below) is in operation, it expects to take a high place among the industrial centres of the country. It is estimated that about 400,000 tourists visit the Falls yearly. The *Museum* and *Cyclorama* need not detain the visitor.

A *TUNNEL, 29 ft. deep and 18 ft. wide, has been excavated through the solid rock from a point just below the Suspension Road Bridge to a point about $1\frac{1}{4}$ M. above the Falls, where it is 165 ft. below the level of the river. It passes below the city at a depth of about 200 ft. A short canal will divert a portion of the river to the head of the tunnel, where a maximum of 100,000 horse-power will be attained by the descent of a stream of water which will not perceptibly diminish the volume of the Falls. The district upon which the mills are to be erected is quite out of sight of the Falls, the picturesque grandeur of which will not be any way marred by signs of intrusive utilitarianism. It is expected that the tunnel and connecting works will be ready for the development of water and electric power early in 1894.

We may begin our visit to the Falls by entering **Prospect Park**, 12 acres in extent, which adjoins the gorge close to the American

Fall. At **Prospect Point*, protected by a stone wall, we stand on the very brink of the Fall and see it dash on the rocks below. *Hennepin's View*, a little to the right (N.), commands a good general **View*. The *Library Building* in the Park contains maps and charts. Near the point is the *Superintendent's Office*, whence an *Inclined Railway* (5 c.) and a *Flight of Steps* descend to the bottom of the gorge and the dock of the 'Maid of the Mist' (see below).

At the end of Falls St. and Canal St., at the N.E. entrance to Prospect Park, stands the *Niagara Falls Tower*, a steel structure 300 ft. high, erected in 1893. The top, reached by an elevator (25 c.), commands a splendid **View* of the falls and their surroundings. The building at the foot is to be fitted up as a hotel.

Following the parkway to the left (W.) from Prospect Point, we reach (3 min.) the *Goat Island Bridge* (360 ft. long), crossing the right arm of the river, a little above the American Fall. It commands a fine view of the **Upper Rapids*. To the right are several little rocky islets, including *Avery's Rock*, where an unfortunate man found foothold for 18 hrs. before being swept over the fall by the impact of a boat let out with ropes in an attempt to save him. The bridge ends at *Bath Island*; whence another short bridge crosses to **Goat Island* (80 acres in extent). Here we follow the path to the right to (4 min.) **Luna Island*, a rocky islet between the main American Fall and the **Centre Fall*, named from the lunar rainbows seen here at full moon. The continuation of the path along the W. side of Goat Island leads in a minute or two more to the *Biddle Stairs* (free) and the office where a guide and dress are obtained for a descent to the **Cave of the Winds* (fee \$ 1; small gratuities expected by the guide and the boy who helps you to dress).

Everyone should descend the stairs and follow the path along the foot of the cliffs towards the base of the Horseshoe Falls; but only those of strong nerves should attempt the trip through the Cave of the Winds, which, however, is said to be safe and is often made by ladies. For those who can stand it the experience is of the most exciting and pleasurable description. After passing over the gangways and bridges amid the rocks and spray in front of the Centre Fall, we are conducted through the 'Cave of the Winds' behind it, where the choking, blinding, and deafening tumult of wind and water defies description. The visitors grasp each other by the hand and sidle through on a narrow ledge, with a perpendicular wall of rock within an inch of their noses and the mighty volume of the fall at their backs.

Beyond the Biddle Stairs the path on Goat Island leads to (4 min.) *Porter's Bluff*, overlooking the Horseshoe Fall, the Canadian Rapids, and the ravine below the Falls. A staircase and bridge descend hence to ***Terrapin Rock*, on the edge of the Horseshoe Falls, affording the best view of these from this side. The tower which used to be here has been removed as unsafe.

The river here is evidently much deeper than the American branch, and instead of bursting into foam where it quits the ledge, it bends solidly over and falls in a continuous layer of the most vivid green. The tint is not uniform, but varied, long strips of deeper hue alternating with bands of brighter colour . . . From all this it is evident that beauty is not absent from the Horseshoe Fall, but majesty is its chief attribute.

The plunge of the water is not wild, but deliberate, vast, and fascinating' (*Tyndall*). — A condemned warship sent over the Fall in 1829 drew 18 ft. of water, but passed without touching the ledge.

Our path next leads along the S. side of Goat Island to (7-8 min.) the series of bridges leading to the **Three Sister Islands*, which afford the best view of the imposing **Canadian Rapids*, running at the rate of 30 M. an hour. The Third Sister is adjoined by a smaller rock known as the *Little Brother*.

! We may now return through the centre of Goat Island to (5 min.) the bridge leading to the mainland, but those who have time should follow the path to (4 min.) the 'Parting of the Waters' at the head of Goat Island, where we obtain a good view of the broad and quiet river above the cascades, with *Grand Island* (p. 179) in the background. Thence the path leads back along the N. side of Goat Island, affording a view of the *American Rapids*, to (5-6 min.) the bridge.

We may now cross to the Canadian side of the river by the **New Suspension Bridge* (toll 20 c., incl. return 25 c.), about 250 yds. below the Falls (see p. 173).

The present graceful structure, which has a span of 1268 ft. between the towers, was erected in 1889 in place of a similar bridge which was carried away bodily by the tremendous storm of Jan. 10th in that year. It is 190 ft. above the level of the water.

'Of all the bridges made with hands this seems the lightest, most ethereal; it is ideally graceful, and droops from its slight towers like a garland . . . In front, where tumbled rocks and expanses of naked clay varied the gloomier and naked green, sprung those spectral mists; and through them loomed out, in its manifold majesty, Niagara, with the seemingly immovable white Gothic screen of the American Fall, and the green massive curve of the Horseshoe, solid and simple and calm as an Egyptian wall; while behind this, with their white and black expanses broken by dark-foliaged little isles, the steep Canadian rapids billowed down between their heavily wooded shores' ('Their Wedding Journey', by *W. D. Howells*). On the American shore is seen the so-called *Bridal Veil*, the 'end of a poor but respectable mill-race, which has devoted itself strictly to business, and has turned mill-wheels instead of fooling round water-lilies' (*Howells*). Above are the few mills and manufactories that have been left in the neighbourhood of the Falls. Below is the mouth of the tunnel described at p. 175.

On reaching the Canadian end of the bridge, we turn to the left, pass the Clifton House (p. 173), and reach (8 min.) the entrance to the **Queen Victoria Niagara Falls Park*, which extends along the river for 2½ M. (electric railway, see pp. 173, 168). The park contains a bronze statue of *Colonel Gzowski*, its chief promoter. Splendid general views are obtained as we proceed of the Falls and the gorge, especially from the (3 min.) **Rambler's Rest* and (4 min.) **Inspiration Point*. To the right, 3-4 min. farther on, are *Picnic Grounds* and a *Restaurant*; and in 3 min. more we reach the *Table Rock House* and ***Table Rock*, which affords an indescribably grand view of the Horseshoe Falls. Beautiful rainbows are seen on the spray in the afternoon. The roar of the water is deafening.

The name of Table Rock still adheres to this point, though the last portion of the overhanging ledge that gave rise to it fell into the abyss in 1850. — An elevator here affords an opportunity to those who wish to

go under the Falls (25c., with dress 50c.). This trip does not necessitate the removal of clothing, but only the protection of oil-skin suits. It has lately been improved by the construction of a tunnel (200 ft. long) and now affords most imposing *Views of the Falls from behind and below. — Adjacent is the *Power House* of the Electric Railway (p. 173).

Visitors with time to spare may extend their walk through the Park above the Falls to (3-4 min.) *Cedar Island* and (1 M.) **Dufferin Islands*, enjoying good views of the Canadian Rapids (p. 177). On the mainland, just beyond the Dufferin Islands, is the interesting *Burning Spring* (adm. 50c.), highly charged with sulphuretted hydrogen gas, which burns with a pale blue flame. — *Falls View Station* of the Michigan Central R. R. (see p. 171), lies just outside the Park, opposite the lower end of Cedar Island. — A road diverging near Table Rock leads to the battlefield of *Lundy's Lane*, where the Anglo-Canadian forces defeated the Americans after a bloody struggle on July 25th, 1814. A steel tower, 110 ft. high and 450 ft. above Lake Ontario, has recently been erected on the site of the battle and commands a splendid *View (fee 50c., incl. adm. to a museum of war-relics).

No one should omit to take the ***Trip* in the little steamer the *Maid of the Mist*, which starts near the foot of the Inclined Railway descending from the Library (see p. 176), steams up the river nearly to the foot of the Horseshoe Fall, and touches at a wharf on the Canadian side (fee 50c., incl. water-proof dress). The **View it affords of the Falls is one of the best to be had; and the trip is perfectly safe. Passengers may disembark on the Canadian side (where a steep path ascends to the National Park) and return by any later trip of the steamer the same day.

The river and its banks below the New Suspension Bridge offer many points of great interest. The Lower Rapids and the Whirlpool (see p. 179) are both seen to greatest advantage from the Canadian side.

From the N. end of the bridge we follow the road descending along the edge of the cliff to (2 M.) the **Cantilever Bridge* of the *Michigan Central Railroad*, one of the first examples of this method of construction, completed in 1883. It is entirely of steel and has a total length of 900 ft. The two cantilever arms, 395 ft. and 375 ft. long, are connected in the centre by a fixed span of 125 ft. It is 245 ft. above the water. About 100 yds. below this bridge is the **Railway Suspension Bridge*, finished in 1855, with a roadway below the railroad track (toll 10c. for each pers., incl. return). It is 825 ft. long and 245 ft. high, and is used by the Grand Trunk and Erie Railroads. It commands a fine view of the Whirlpool Rapids, but the view of the Falls is obstructed by the Cantilever Bridge.

A little below the Suspension Bridge is the entrance to the so-called *Rapids Park*, where we descend an Inclined Railway (50c.) to view the **Whirlpool Rapids*, which in their own way are as wonderful as the Falls. The immense volume of water is here forced to flow through so narrow a channel (300 ft.) that it actually assumes a convex form, the centre of the river being 20-30 ft. higher than the edges. Three other elevators (each 50c.) descend to the Rapids on the American side.

The impression of force is overwhelming. 'The surges did not look like the gigantic ripples on a river's course, as they were, but like a

procession of ocean billows; they rose far aloft in vast bulks of clear green, and broke heavily into foam at the crest' (*Howells*).

It was in an effort to swim down these Rapids that Capt. Webb lost his life in 1883, but since then several persons have passed through them safely in barrels. The old 'Maid of the Mist' was successfully piloted through the Rapids to Lewiston in 1861. Blondin and others have crossed the gorge above the Rapids on ropes of hemp or wire.

We may now cross the railway Suspension Bridge and return along the American side (tramway, see p. 173).

About 1 M. below the Railway Suspension Bridge is the ***Whirlpool**, of which we get a good distant view from the top of the cliff, while we may descend to its margin by an inclined railway (50 c.). The river here bends suddenly at right angles to its former course, and the Whirlpool is occasioned by the full force of the current impinging against the cliffs of the left bank.

'Here within the compass of a mile, those inland seas of the North, Superior, Huron, Michigan, Erie, and the multitudes of smaller lakes, all pour their floods, where they swirl in dreadful vortices, with resistless undercurrents boiling beneath the surface of that mighty eddy. Abruptly from this scene of secret power, so different from the thunderous splendours of the cataract itself, rise lofty cliffs on every side, to a height of two hundred feet, clothed from the water's edge almost to their crests with dark cedars. Noiselessly, so far as your senses perceive, the lakes steal out of the whirlpool, then, drunk and wild, with brawling rapids, roar away to Ontario through the narrow channel of the river. Awful as the scene is, you stand so far above it that you do not know the half of its terribleness; for those waters that look so smooth are great ridges and rings, forced, by the impulse of the currents, twelve feet higher in the centre than at the margin. Nothing can live there, and with what is caught in its hold, the maelstrom plays for days, and whirls and tosses round and round in its toils, with a sad maniacal patience' (*Howells*).

The RIVER ROAD ascends along the American side of the river from Goat Island Bridge to (1 M.) the *Old French Landing*, where La Salle and Father Hennepin are said to have embarked in 1678 after their portage from Lewiston. Nearly opposite, on the Canadian shore, is the village of *Chippewa*, where the Americans defeated the English in 1814. This is the terminus of the Electric Railway (p. 173). About 1 M. farther up is the *Schlosser Landing*, fortified by the French in 1750 and by the English in 1761. *Navy Island*, near the Canadian shore, gave shelter to the insurgents of the 'Mackenzie War' (1837-38; comp. p. 155). Just above is *Grand Island* (26 sq. M. in area), which obtained some notoriety in 1820, when Major Noah proposed to found here the city of Ararat, as a universal refuge for the Jews. Opposite Grand Island, on the American shore, 5 M. above the Falls, is the mouth of the *Cayuga*, where La Salle launched the 'Griffon', the first vessel to navigate the Great Lakes (1679).

About 8 M. to the N.E. of Niagara Falls is the *Reservation of the Tuscarora Indians* (baskets, etc., for sale).

From Niagara to *Buffalo*, see p. 168; to *Lewiston, Niagara-on-the-Lake*, and *Toronto*, see R. 36a; to *Hamilton*, see R. 36b; to *Queenston*, see p. 168; to *Detroit*, see R. 37.

39. From Toronto to Owen Sound and Fort William.

677 M. CANADIAN PACIFIC RAILWAY to (122 M.) *Owen Sound* in 5-5½ hrs. (fare \$3.65; parlour-car 50 c.); STEAMER thence to (555 M.) *Fort William* in 45 hrs. (fare \$17.50, incl. meals and stateroom; through-fare from Toronto to Fort William \$20.35, from Montreal \$30.30).

This forms part of the so-called 'Lake Route' of the Canadian Pacific Railway; and tickets from Eastern points to Fort William or points farther

to the W. are available either by this route or by railway (R. 41). Travellers who are not pressed for time are strongly advised to prefer the 'Lake Route', as they miss comparatively little of interest on the railway between Montreal and Fort William and gain an opportunity to see something of the scenery of the Great Lakes, the Sault-Ste-Marie Canal, etc. The C. P. R. steamers are among the finest vessels for inland navigation in the world, affording excellent accommodation, service, and cuisine. The season of navigation lasts from about May 1st to Nov. 15th; and in summer the water of the lakes is generally smooth.

Toronto, see p. 153. The train (boat-express at 7.50 a.m.) passes (2 M.) *Parkdale* (p. 164) and (5 M.) *Toronto Junction* (p. 165) and runs towards the N.W. At (9 M.) *Weston* (430 ft.) the G. T. R. line to Port Huron diverges to the left (R. 35a), and at (35 M.) *Cardwell Junction* we intersect the G. T. R. line from Hamilton to Allandale (p. 169). We now traverse the district of the *Caledon Mts.*, a low range running N. and S. 46 M. *Melville Junction*. — 49 M. *Orangeville* (1400 ft.; *Queen's*, \$1½; *Rail. Restaurant*), a town of 2962 inhab., with mills, factories, and a grain and timber trade, is the junction of branch-lines to (73 M.) *Wingham* (2167 inhab.), *Teeswater* (74 M.), *Elora* (34 M.), etc.

Elora (*Commercial Hotel*, \$1½), a village with about 1200 inhab., lies on the *Grand River*, which here cuts its way through a picturesque limestone ravine, with walls 100 ft. high. *Elora* contains a small *Museum* illustrating the natural history and geology of the district. This was the land of the *Atiwandaronk* or *Neutral Indians*, interposed between the Hurons and the Iroquois.

Beyond Orangeville the train crosses a fertile and well-tilled plateau (1600-1700 ft. above the sea). Numerous lakes are passed, often affording good trout-fishing. At (76 M.) *Dundalk* (1700 ft.) we reach the highest point of the line and begin to descend. Near (86 M.) *Flesherton* (1560 ft.) are the **Eugenia Falls*. 93 M. *Markdale* (1360 ft.); 109 M. *Chatsworth* (945 ft.). Beyond (114 M.) *Rockford* (910 ft.) we come in sight of Georgian Bay, to which we descend rapidly.

122 M. *Owen Sound* (585 ft.; *Patterson Ho.*, *Albion*, *American*, *Coulson*, \$1½-2; *Rail. Restaurant*), a rising little lake-port with 7497 inhab. and a well-sheltered harbour, lies at the mouth of the *Sydenham River*, at the head of *Owen Sound*, an inlet on the S. shore of *Georgian Bay*. It enjoys some reputation as a summer-resort owing to its pretty scenery (*Inglis* and other waterfalls, etc.) and its facilities for boating, bathing, fishing, and shooting. Good quarries and brick-fields occur in the neighbourhood, and various industries are successfully carried on. Among the principal buildings are the *High School*, the *Town Hall*, and the *Court House*.

FROM OWEN SOUND TO SAULT-STE-MARIE BY THE NORTH CHANNEL, 485 M. Steamers of the *Great Northern Transit Co.*, starting from *Collingwood* (p. 159), leave *Owen Sound* about 10.30 p.m., on the arrival of the afternoon express from *Toronto*, and run to the N. through *Georgian Bay* and the 'North Channel' (between the mainland and *Manitoulin Island*), calling at many points on the N. shore of *Lake Huron*. The voyage takes about 2½ days, and ample time is generally allowed for landing at the various ports. The steamers and their accommodation are good, and the trip is healthful and enjoyable in summer (fare \$8, return-fare \$14). — Among the points

called at are *Wiarton* (see p. 164; 96 M. from Collingwood, 40 M. from Owen Sound); *Killarney* (196 M. from Collingwood), at the foot of the *La Cloche Mts.* (755-1180 ft.), on the N. shore of Georgian Bay, at the beginning of the *North Channel*; *Manitowaning* (226 M.), nearly opposite, on *Grand Manitoulin Island* (see below), where Indian souvenirs, etc. may be purchased (good trout-fishing); *Little Current* (246 M.), on Manitoulin; *Gore Bay* (294 M.), also on the island; *Spanish River* (314 M.), on the mainland (see p. 190); *Serpent River* (341 M.); *Algoma Mills* (p. 190; 349 M.); *Blind River* (357 M.); *Thessalon* (p. 190; 413 M.); and *Bruce Mines* (p. 190; 425 M.). The steamer calls at the Canadian village of *Sault-Ste-Marie* before crossing to its terminus on the American side (p. 182). In July and Aug. the steamers go on from the Soo to *Mackinac* (p. 182; \$10 round trip, in 6 days, \$14).

Steamers of the same company ply from Collingwood and *Midland* (p. 182), through the 'Inside Channel', to *Parry Sound*, *French River*, *Byng Inlet*, etc. (comp. pp. 161, 164).

Lake Huron (580 ft. above the sea), across the waters of which the next part of our route leads, is 250 M. long and 50-200 M. wide, with an area of 23,800 sq. M. Its greatest depth is 700 ft. The *Saugeen Peninsula*, jutting out from the S., and the *Grand Manitoulin Island*, on the N., approach within 20 M. of each other and divide the lake into two portions, of which that to the E. is known as *Georgian Bay* (130 M. long and 50 M. wide). The W. shore of Lake Huron is low and little varied in outline (with the exception of the deep *Saginaw Bay*), but the N. and E. coasts are rocky and indented, often showing bold limestone cliffs. The lake contains an enormous number of islands (estimated as high as 36,000), especially along the E. shore of Georgian Bay (*Parry Archipelago*) and in the 'North Channel', between Manitoulin and the mainland. The E. and N. shores of the lake belong to Canada, the W. to Michigan. The name Huron is derived from *hure* (wild boar), a term applied by the French to the Wyandotte Indians on account of their manner of dressing their hair. 'Huronian', as applied to a series of primary or crystalline rocks, was originally used to describe the beds of this series overlying the Laurentian formations on the N. shore of Lakes Huron and Superior.

On leaving Owen Sound, the C. P. R. steamer runs along the W. side of Georgian Bay (see above), steering a little to the W. of N. To the left lies the *Saugeen Peninsula*, jutting out into the lake for about 50 M. and forming geologically the termination of the so-called '*Niagara Escarpment*', running from Niagara Falls to Cape Hurd. When clear of the peninsula, the steamer turns to the left (W.) and enters Lake Huron proper by the channel mentioned above, between *Cape Hurd*, the extremity of the *Saugeen Peninsula*, on the left, and the *Grand Manitoulin* on the right.†

The **Grand Manitoulin Island**, which lies to the N. of our course as we cross Lake Huron, is 80 M. long and 30 M. wide across its widest part. It is inhabited by a number of Ojibway Indians, and

† The channel is actually narrowed down to about 5 M. by the islets lying off Cape Hurd and the S. end of Manitoulin.

along its N. coast are several villages frequented as summer-resorts (comp. above). Our steamer passes it in the night, and we consequently see little of it.

Early next morning the steamer threads the narrow *Detour Passage*, between Michigan on the left and *Drummond Island* on the right, and enters the beautiful **St. Mary's River* (65 M.), connecting Lake Huron with Lake Superior. Farther on *St. Joseph Island* lies to the right, with first the mainland and then *Encampment Island* to the left. We next pass the rapids between *Sugar Island* (1,) and the mainland (r.), traverse the expansion of the river called *Bear Lake* or *Lake George* (9 M. long and 3-4 M. wide), and finally turn to the left (W.) round the N. end of *Sugar Island* and enter the *Sault-Ste-Marie Canal*, by which we avoid the *St. Mary Rapids* (r.).

397 M. (275 M. from Owen Sound) **Sault-Ste-Marie** (615 ft.; *Iroquois*, \$2-3; *Chippewa*, \$2 $\frac{1}{2}$ -3; *Michigan Exchange*, \$2 $\frac{1}{2}$), a thriving little city with 5760 inhab., originated in a French mission established here in 1641. Its position on the Soo Canal and at the convergence of several railways gives it a considerable commercial importance. To the E. lies *Fort Brady*, a U. S. military post. Frequent steam-ferries cross to the Canadian *Sault-Ste-Marie* (International Hotel, \$3-4), a village with about 1200 inhabitants.

One of the things to 'do' at the Soo is to shoot the *Rapids* in a canoe guided by an Indian, an exciting but reasonably safe experience (enquire at hotels). There is good trout-fishing above the Rapids and in the neighbouring streams, and the Indians catch whitefish with scoop nets below the Rapids. — The island of *Mackinac* (p. 181) is easily reached from the Soo. — From Sault-Ste-Marie to *Duluth* by railway and by steamer along the S. shore of Lake Superior, see *Baedeker's United States*.

The old **St. Mary's* or *Soo Ship Canal* was constructed by the State of Michigan in 1853-5 and was 1800 yds. long, 100 ft. wide, and 12 ft. deep, with two locks, each 350 ft. long. The present canal, constructed by the U. S. Government, is 2330 yds. long, 108 ft. wide at its narrowest part (the movable dam), and 16 ft. deep. The lock is 515 ft. long, 80 ft. wide, and 39 $\frac{1}{2}$ ft. deep. It has a lift of 18 ft., can hold two large lake-steamers, and takes 11 min. to fill. Two minutes are required to open or close the lock-gates. The total cost of the canal enlargement was \$2,150,000 (430,000 *l.*). A new lock now in construction on the site of the two old locks of 1855 will be still larger than the present one, having a length of 800 ft., a breadth of 100 ft., and a depth of 21 ft. of water on the sills. The estimated cost of this new lock and the accompanying enlargement of the canal is \$4,740,000 (958,000 *l.*). — A *Ship Canal* is now also being constructed on the Canadian side of the river, to avoid the discriminating tolls levied on vessels bound for Canadian ports. This canal, which will, it is expected, be completed in July, 1894, is about $\frac{2}{3}$ M. long and will include a lock 900 ft. long. Its total cost is estimated at \$3,000,000.

The annual tonnage of the vessels passing through the Soo Canal is about the same as that passing through the Suez Canal. In 1892 the canal was passed by 12,580 vessels, with an aggregate tonnage of nearly 11,000,000 (Suez Canal in the same year, 10,866,401 tons). The value of the freight carried was \$135,117,267 (27,023,450 *l.*), as compared with upwards of \$300,000,000 on the Suez Canal. The proportion of the freight tonnage carried by Canadian vessels is 4 or 5 per cent.

The passage of the locks at Sault-Ste-Marie takes fully an hour, which passengers may spend in visiting the town. In emerging from the canal we pass under the fine railway-bridge of the C. P. R. line

from Sudbury to Sault-Ste-Marie (see p. 190) and a movable dam forming a road-bridge. A little farther on, between *Point Iroquois* to the left (U. S.) and *Gros Gap* to the right (Canada), we leave the St. Mary's River and enter *Whitefish Bay*, forming the S.E. end of Lake Superior.

Lake Superior (600 ft. above the sea), the highest of the Great Lakes, is the largest body of fresh water on the globe, being 380 M. long and 160 M. in extreme width, with an area of 31,500 sq. M. The greatest depth known is 1008 ft. The lake receives the waters of 200 streams and contains numerous islands, chiefly near its E. and W. ends. Its coast-line (ca. 1500 M.) is irregular and generally rock-bound, some of its cliffs and hills being very picturesque. The water is singularly clear and bitterly cold even at midsummer. Lake Superior whitefish (*Coregonus clupeiformis*) are excellent eating, and the traveller should not miss the opportunity to taste them furnished by the steamer's bill-of-fare. Other varieties of fish are also abundant.

Whitefish Point, to the left, with its lighthouse; marks the end of Whitefish Bay and the beginning of the lake proper, across which we now hold a N.W. course for over 200 M., soon passing out of sight of land. The first land we come in sight of next morning is *Isle Royale*, a rugged, rock-bound island, 50 M. long, lying near the N.W. shore of the lake. Our course bends to the left (W.) and passes between this island and the mainland. To the right rises the fine promontory of ***Thunder Point**, a huge volcanic mass rising 1300 ft. above the lake. Near its foot is the tiny *Silver Islet*, which has yielded between three and four million dollars worth of the precious metal whose name it bears. Passing Thunder Point, we enter **Thunder Bay**, the mouth of which, to the S. (I.), is closed by *Pie Island*. The steamer generally calls at *Port Arthur* (p. 192), if the state of the water allows, before entering the *Kaministiquia River* and reaching its terminus at —

555 M. (280 M. from Sault-Ste-Marie) **Fort William** (see p. 192), where we join the C. P. R. for Manitoba, the N.W. Territories, and British Columbia.

The N. shore of Lake Superior, of which we see so little from the steamer, is very picturesque at places but is not accessible except by small boat. Almost the only settlement on it between Sault-Ste-Marie and Nepigon is *Michipicoten*, a post of the Hudson Bay Co. *Michipicoten Island* lies about 35 M. farther to the W. Comp. p. 191.

Steamers ply regularly from Fort William to *Duluth* (see *Baedeker's United States*), skirting the N.W. coast of Lake Superior.

40. From Toronto to Montreal by Steamer.

The St. Lawrence River and the Thousand Islands.

370 M. STEAMER of the *Richelieu & Ontario Navigation Co.* daily, leaving Toronto at 2 p. m. and reaching Montreal at 6. 30 p. m. on the following day (fare \$ 10; meals extra). As the sail through Lake Ontario offers no special attraction, many travellers prefer to leave Toronto by the evening train of the G.T.R. (about 8.40 p.m.) and join the steamer at (173 M.) *Kingston*,

which the boat leaves about 5.15 a.m. (through-fare as above; fare from Kingston to Montreal \$5.25). This, however, involves leaving the sleeping-car at a very early hour; and it is much to be desired that the arrangements for travellers from Toronto to Montreal by this route should be improved. Passengers who make the St. Lawrence trip from American soil usually join the steamer at *Clayton* (see below, and comp. *Baedeker's United States*). — In the reverse direction the steamers leave Montreal at 10 a.m. and Kingston at 3 p.m., reaching Toronto at 6.30 a.m.

Leaving *Toronto* (p. 153), the steamer skirts the N. shore of *Lake Ontario* (p. 167) and makes its first stop at —

44 M. (5.20 p. m.) *Darlington*, the port of *Bowmanville* (p. 153), which lies $4\frac{1}{2}$ M. inland. — 64 M. (6.50 p.m.) *Port Hope* (p. 153). — 70 M. (7.20 p. m.) *Cobourg* (p. 153).

The steamer then bends to the S.E. and passes round the end of *Prince Edward Peninsula* (p. 152), making no other stop until Kingston is reached.

In the reverse direction the steamers take the inside route through the *Bay of Quinté* and the *Murray Canal*, calling at *Deseronto*, *Belleville*, and *Trenton* (see p. 152).

178 M. (5.15 a.m.) *Kingston* (275 ft. ; *British American Hotel*, *Frontenac*, \$2-3; *City Hotel*, \$1 $\frac{1}{2}$ -2), the 'Limestone City', a prosperous place with 19,264 inhab., is finely situated on the *Cataraqui River*, at the point where the *St. Lawrence* leaves Lake Ontario, and makes a brave and imposing show with its grey stone batteries and Martello towers. It contains locomotive works and other manufactories, and much of the produce brought down from the Upper Lakes is here transshipped to barges for carriage to Montreal. It is also the outlet for the traffic of the *Rideau Canal* (see p. 148).

Kingston plays a rôle of some importance in the history of Canada. Count de Frontenac, Governor of Canada, established *Fort Frontenac* at this point in 1683 and intrusted it to the care of the Chevalier de la Salle, who here built the first vessel to navigate Lake Ontario (p. 167). The settlement was soon afterwards destroyed by the Iroquois, but was restored by Frontenac in 1695, since which time it has been the key of the Upper St. Lawrence. The name Kingston was given to it by United Empire Loyalists after the American Revolution. During the war of 1812 Kingston was the rendezvous and arsenal of the naval force on Lake Ontario. From 1841 to 1844 it was the seat of the Canadian Government.

A small steamer plies regularly from Kingston to (15 M.) *Cape Vincent* in New York State (see *Baedeker's United States*). — Steamer Route to *Ottawa*, see p. 148.

Kingston is the seat of the UNIVERSITY OF QUEEN'S COLLEGE, one of the leading universities of Canada, attended by about 450 students, some of whom are women. Its head is *Principal George M. Grant*, editor of 'Picturesque Canada'. Affiliated with it are the *Royal College of Physicians and Surgeons* and the *Women's Medical College*. — Here is also the ROYAL MILITARY COLLEGE, the 'Woolwich Academy' of Canada, with 80 cadets. — *Fort Henry*, begun in 1812, is the strongest in the Dominion after those of Quebec and Halifax, but could offer no effective resistance to modern ordnance. It is not garrisoned. — The *Tête du Ponts Barracks* contain a battery of artillery. — Among the other large buildings are the *Provincial Penitentiary*,

the *Lunatic Asylum*, the *City Hall*, [the *Court House*, and the *Post Office*.

The **St. Lawrence River**, which we have now reached, has a length, measured from its farthest source to the E. end of the island of Anticosti (p. 2), of 2100 M. and drains an area of 530,000 sq. M. Its upper portions are, however, known as the *St. Louis*, the *St. Mary's* (p. 182), the *St. Clair* or *Detroit* (p. 165), and the *Niagara* (p. 174); and the name usually attaches only to the stream as finally issuing from Lake Ontario and draining the Great Lakes, which between that lake and the *Pointe de Monts* (p. 2) is about 500 M. long. It pours more fresh water into the ocean than any other river except the Amazon. In its upper course its width is 1-7 M., while below Quebec it expands to 20-30 M. The river is navigable for large ocean vessels to Montreal, and for river-steamers (with the aid of canals to avoid the rapids) all the way to the Great Lakes. During 4-5 months all navigation is stopped by ice. 'The whole history of Canada is intimately connected with this great river, by means of which pioneers starting from Quebec or Montreal had overrun a great part of the interior of the continent before the settlers of the Atlantic coast had crossed the Appalachians' (*G. M. Dawson*).

On leaving Kingston our steamer almost at once begins to traverse the expansion of the St. Lawrence known as the ***Lake of the Thousand Islands**, which is 40 M. long and 4-7 M. wide and contains about 1700 islands, big and little. Many of these islands are favourite summer-resorts, with hotels and boarding-houses, while others are private property, with the country-houses of rich Americans and Canadians. The voyage through them is picturesque, and many of the islands are illuminated at night. Our course at first lies between *Wolfe* or *Long Island* (r.) and *Howe Island* (l.).

202 M. (r.) **Clayton** (*Hubbard*, *Walton*, *Windsor*, \$2½), a village and summer-resort with 1478 inhab.; is the terminus of the Rome, Watertown, & Ogdensburg R.R. from (103 M.) *Utica* (comp. *Baedeker's United States*). Opposite is the large *Grindstone Island*, behind which, on the Canadian shore, lies *Gananoque*.

Gananoque (*International*, *Provincial*, \$1½-2), a town with 3669 inhab., affords pleasant headquarters for those who wish to explore the Thousand Isles at leisure. It is not called at by our steamer, but the 'Island Wanderer' makes regular trips among the islands.

205 M. (r.) **Round Island**, with the large *Hotel Frontenac* (\$3-4).

208 M. (l.) **Thousand Islands Park** (*Columbian*, \$3; *Thousand Island Park Ho.*, \$2½), a great Methodist resort, at the W. end of *Wellesley Island*.

216 M. (r.) **Alexandria Bay** (*Crossmon*, \$4; *Thousand Isle Ho.*, \$3-5; *Central Park Ho.*, \$2-3), the chief resort among the Thousand Islands, lies on the American shore, opposite *Wellesley Island*, and counts pretty scenery and good boating and fishing among its attractions. Among the most prominent villas on the neighbouring islets are those of *George M. Pullman* and *H. H. Warner* (of the 'Safe Cure').

— *Westminster Park* (Hotel Westminster, \$2-3) lies at the E. end of Wellesley Island, opposite Alexandria Bay.

Farther on we pass the *Summerland Islets* (1.) and the long *Grenadier Island* (1.), leave the Lake of the Thousand Isles, and reach the open river, here about 2 M. wide. For some distance now the voyage is monotonous and uninteresting.

241 M. (1.) **Brockville** (*Revere, St. Lawrence Hall*, \$2-2½; *Grand Central*, \$1.50), named after Gen. Brock (p. 168), is a Canadian city with 8793 inhab., numerous manufactures, and good fishing. Comp. pp. 148, 152. — (r.) *Morristown* (Terrace Park Hotel, \$2-3) is connected with Brockville by a steam-ferry.

256 M. (1.) *Prescott* (Daniels Ho., \$2-3), with 2919 inhabitants. — Opposite lies —

276 M. (r.) **Ogdensburg** (*Seymour Ho.*, \$2), a city at the mouth of the *Oswegatchie*, with 11,662 inhab. and a trade in grain. — About 1 M. below Prescott, on the Canadian shore, are the ruins of a stone *Windmill*, in which a body of 'Patriots', under Von Schultz, a Polish exile, maintained themselves for a few days against the Canadian forces in 1837. — *Chimney Island*, 4 M. farther on, has the remains of a French fortification.

About 9 M. below Ogdensburg we pass through the *Galoups Rapids*, 7½ M. long, which are followed, 4½ M. lower, by the *Rapide Plat*. Neither of these is very noticeable, though each is avoided by a canal (Canadian side) in going upstream. Between the two rapids we pass the narrowest point in the river (500 ft.). Numerous islands.

275 M. (1.) *Morrisburg*, just opposite the *Rapide Plat*.

282 M. (r.) *Louisville Landing*, whence stages run to (7 M.) *Massena Springs* (Hatfield Ho., \$2-2½; Harrowgate Ho.).

288 M. (1.) *Dickinson's Landing*, at the head of the ***Long Sault Rapids**, between the Canadian shore and *Long Sault Island*. The rapids are 9 M. long and are tumultuous enough to give a slight suggestion of danger to the process of 'shooting' them. They are avoided in ascending by the *Cornwall Canal*, 11½ M. long.

299 M. (1.) **Cornwall** (*Rossmore Ho.*, \$2-2½), a manufacturing town of 6805 inhab., at the foot of the Long Sault Rapids. The Cornwall Lacrosse Club is one of the best in Canada. — The boundary between the United States and Canada bends away from the river here, and the Indian village of *St. Regis*, almost opposite Cornwall, is in the *Province of Quebec*. The *Adirondack Mts.* (p. 10) are now visible to the right.

314 M. *Lancaster* lies on the expansion of the river named *Lake St. Francis*, 28 M. long and 5-7 M. wide. — Beyond (320 M.) *Port Louis* (r.) both banks are in Quebec.

At (329 M.) *Coteau Landing* the river is crossed by a railway swing-bridge (comp. p. 12). We now enter a series of rapids which follow each other at short intervals, with a combined length of about 12 M.: *Coteau Rapid*, *Cedar Rapid*, *Split Rock Rapid*, and the **Cas-*

cedes. These are avoided, in going upstream, by the *Beauharnois Canal*, 11 $\frac{1}{4}$ M. long. The large Roman Catholic churches of the villages that line the banks are now very conspicuous.

342 M. (r.) *Beauharnois* (1590 inhab.), at the foot of this series of rapids, lies opposite the mouths of the two westernmost arms of the *Ottawa River*, which here enter the St. Lawrence, enclosing the island of *Perrot* (p. 150). To the left lies *Ste. Anne* (p. 150). — The *Lake of St. Louis*, which we now traverse, is 15 M. long.

360 M. (l.) *Lachine* (*Harvey Ho.*, \$1 $\frac{1}{2}$ -2), a pleasant little town with 3761 inhab., frequented in summer for rowing and sailing. The name seems to have been given to it in 1669 in derision of those of La Salle's men who had deserted and returned to the point on the Island of Montreal, whence, three or four months before, they had set out to find a route to 'China' (comp. Parkman's 'La Salle; and the Discovery of the Great West'). Near the head of the aqueduct stands the house built by La Salle. In 1689 Lachine was captured and destroyed by the Iroquois, who put all the inhabitants to death, many of them at the stake. It is believed that 200 persons lost their lives on this fatal night. Opposite lies *Caughnawaga* (p. 30).

The famed **Lachine Rapids*, the shortest (3 M.) but most violent of all, form an exciting and dramatic close to our voyage. The rapids begin just below the fine bridge of the *Canadian Pacific Railway* (p. 30). Soon after leaving the rapids we pass under the **Victoria Tubular Bridge* (p. 28). To the left lies —

369 M. *Montreal* (p. 19).

41. From Montreal to Winnipeg.

1424 M. CANADIAN PACIFIC RAILWAY to (998 M.) *Fort William* in 43-44 hrs. (fare \$33.20; sleeper \$6) and to (1424 M.) *Winnipeg* in 61 hrs. (fare \$41.25; sleeper \$8).

This line forms part of the great Transcontinental Railway route of the *Canadian Pacific Railway*, the only railway corporation which crosses the entire American Continent from E. to W., a distance, from *Halifax* (p. 74) to *Vancouver* (p. 223), of 3662 M. (6 days; fare \$90, or, for passengers booked through from Europe, \$76.50; sleeper \$24). The distance from Montreal to Vancouver is 2906 M., accomplished in less than 5 days (fare \$77.30 or \$60; sleeper \$20). The trains leave Montreal every evening (at present at 8.20 p.m.), and sleeping-cars run through to Vancouver without change. Holders of through sleeping-car tickets to Vancouver or Mission Junction (p. 222) from any point to the E. of Winnipeg will be furnished, on application to the porter, with checks for 'stop-over' at Winnipeg, Banff, Laggan, Field, Glacier, Revelstoke, or North Bend. Good meals are provided on dining-cars at 75c. each person. In excellency of rolling-stock and road-bed, in punctuality of service, in the comfort of its sleeping-cars, and in the courtesy of its employees, the C.P.R. stands very high among American railways.

Travellers for pleasure, who have plenty of time at their disposal, are advised to go from Montreal to Winnipeg viâ Ottawa, Toronto, and the steamer-route described in R. 39, as there is comparatively little of interest on the direct railway journey. C.P.R. tickets from Montreal to Winnipeg and all points to the W. of it are available by either route. From Winnipeg to Banff the railway runs through a prairie-region of wheat-fields and cattle-ranches (comp. p. 199); while the last 600 M., from Banff to Van-

couver, display a grandeur and variety of scenery such as is seen, on so ample a scale, on no other railway in the world (comp. R.R. 43, 44).

The 'Annotated Time Table' of the C.P.R., supplied gratis to passengers on application (interleaved, if preferred), is the handiest and most practical publication of the kind known to the Editor.

For the C.P.R. steamship line to *Japan*, see p. 222.

From *Montreal* (Windsor St. Station) to (120 M.) *Ottawa*, see R. 29 a. The train then runs at first towards the S.W., soon leaving the *Ottawa*, with its log-legions. At (148 M.) *Carleton Place Junction* (Station Hotel, with restaurant, \$1½), on the *Mississippi River*, our line turns to the right (N.W.), while the line to *Brockville* (see p. 148) diverges to the left (S.E.). The village of *Carleton Place* has large saw-mills and railway-workshops. *Lake Mississippi*, 2½ M. to the S.W., contains bass and pike. 155 M. *Almonte*, with 3071 inhab. and thriving woollen mills; 161 M. *Pakenham*. At (172 M.) *Arnprior* (*Charleston, Devin Ho.*, \$1½; 3341 inhab.), with its marble quarries, we again reach the *Ottawa*, near the expansion of the river known as the *Lac des Chats*. Good bass-fishing is enjoyed here. Below the lake the river forms the fine **Falls* or *Rapids of the Chats*.

For the next 150 M. we follow the S. (right) bank of the *Ottawa*, which forms the boundary between *Quebec* (N. bank) and *Ontario* all the way from *Lake Temiscamingue* (p. 189) to a point near its mouth. This part of the valley is inhabited by Highland, English, and German settlers, who gain a livelihood by farming and the timber-industry. Good fishing, for maskinonge, trout, and bass, is afforded by the *Ottawa* itself and by its tributaries. 173 M. *Sand Point*, a summer-resort. 190 M. *Renfrew* (2611 inhab.) is the junction of lines to (23 M.) *Eganville* and to *Sharbot Lake* (p. 151) and (104 M.) *Kingston* (p. 184). We now cut off a bend of the river, enclosing the little *Musk-Rat Lakes* between it and the railway.

224 M. *Pembroke* (*Copeland House*, \$2), an industrious little town of 4400 inhab., with saw-mills and factories, is the chief place in the upper *Ottawa Valley*. It lies on the expansion of the river called *Allumette Lake*, opposite the *Isle des Allumettes*. A little lower down are *Lake Coulonge*, with *Fort Coulonge* on its N. bank, *Calumet Island*, and the **Calumet Falls*.

Samuel de Champlain, the 'Father of New France', succeeded in ascending the *Ottawa Valley* as far as the *Isle des Allumettes* in 1613. Here he discovered that his guide *Vignan* was an impostor, who had never been farther up the river than this point. The *Algonquin* (*Ottawa*) Indians whom he found here were friendly, but he was unable to secure their help in pushing his way westwards to *Lake Nipissing* (p. 189). Comp. *Parkman's* 'Pioneers of France'.

The river is navigable for some distance above and below *Pembroke*, which is an excellent centre for trout-fishers. The scenery of the **Narrows*, at the head of *Lake Allumette*, and of the so-called **Deep River*, higher up, is very fine.

Beyond *Pembroke* the valley contracts and hills rise on either side. The district has been but recently cleared and is still very thinly settled. The railway cuttings for many miles to the W. of this point show excellent sections of the *Laurentian* formations.

The rocks shown 'are for the most part highly characteristic red, gray, and dark-banded gneisses; felspathic and hornblendic, and frequently garnetiferous and micaceous. There are also some large bands of gray and white crystalline limestone' (*Selwyn*). — 246 M. *Chalk River* (Rail. Restaurant), a railway divisional station; 255 M. *Bass Lake*; 274 M. *Rockliffe*. 284 M. *Bissett* and (297 M.) *Deux Rivières* are excellent points for trout-fishing. The latter is 10 M. from the N.E. corner of *Algonquin Park* (p. 161). Picturesque scenery.

318 M. *Mattawa* (*Western Hotel*), a town with 1438 inhab., at the confluence of the Ottawa and the *Mattawa*, was formerly a fur-trading post of the Hudson's Bay Co. and is now a distributing point for a large lumbering district and a favourite resort of sportsmen and anglers (comp. p. lvi). The name means 'The Forks'.

Guides, canoes, fishing-tackle, ammunition, and supplies may be obtained here by those who wish to shoot or fish in the vicinity. The game includes black bear, deer, wolves, lynx, wild-cat, wolverine, and wood grouse. Moose and caribou also occur, but may not be killed before 1895. Excellent fishing for bass and trout may be obtained in the *Mattawa River* and the innumerable other small streams and lakes in which the district abounds. Comp. 'Sporting Notes', by *Edwin W. Sandys*. *Mattawa* is about 40 M. from the foot (S. end) of *Lake Temiscamingue* (p. 188), which may be reached in about a day by boat and by narrow-gauge railway. The C.P.R. is now converting this railway to the standard gauge and prolonging it all the way to the lake.

The head of the lake may be reached by small steamer in another day. The lake is about 50 M. long and 1-5 M. wide. The scenery along this route is very picturesque. Its head may be made, by the enthusiastic sportsman, the starting-point of a canoe-trip among the little-known headwaters of the Ottawa. Some account of the wild district between *Lake Temiscamingue* and *Hudson Bay*, with its forests, lakes, and streams, still known to few but Indians, is given by Mr. William Ogilvie in the Annual Report of the Department of the Interior for 1890. About 35 M. to the W. of *Lake Temiscamingue* lies *Lake Tamagamingue*, and about 80 M. to the N. is *Lake Abitibi*.

The nearest point of *Algonquin Park* (p. 161) is about 12 M. to the S. of *Mattawa*.

Beyond *Mattawa* the train leaves the Ottawa and runs to the W. through a wild district of lakes and streams. 344 M. *Callander* was the point originally fixed on as the E. terminus of the transcontinental railway, but on the work being transferred from the Government to the Canadian Pacific Co. Montreal was selected instead. 360 M. *Nipissing Junction* (see p. 162).

364 M. *North Bay* (*Pacific Hotel*, \$2; *Rail. Restaurant*), a bright little town with 2900 inhab., lies on the N.E. bank of *Lake Nipissing* (see below). It is the terminus of the G.T.R. line to the *Muskoka District* and *Toronto* described in R. 34.

Lake Nipissing (640 ft. above the sea), 55 M. long and 10-20 M. wide, is very irregular in shape, with numerous promontories and islands. The first white man to see it was the Récollet friar *Le Caron* in 1614, and Champlain reached it on his second Ottawa expedition in the following year. Steamers ply regularly on the lake, and boats for rowing and sailing can be hired. Its waters abound in maskinonge, pike, bass, and pickerel; and good shooting and fishing may be obtained in the surrounding country. *North Bay* has thus acquired some reputation as a centre for

sportsmen. A small 'summer hotel (closed at present) has been built on *Manitou Island*, 8 M. from North Bay. The *Nipissings*, a tribe of Algonquin Indians encountered on this lake, were known by the French as the 'Sorcerers', on account of their reputed intercourse with demons and their skill in the black art.

About 3 M. to the E. of North Bay (good road) lies *Trout Lake*, 11 M. long and 1 M. wide, the headwater of the Mattawa. It is a favourite resort, well stocked with bass, grey trout, and speckled trout. The lake also possesses a wonderful echo.

Lake Nipissing is drained by the *French River*, which issues from it on the S.W., and flows into Lake Huron after a course of about 55 M. The name commemorates the fact that this was the route by which the early French explorers first reached Lake Huron (see p. 181), being debarred by the hostility of the Indians from crossing Lake Ontario. This route, via the Ottawa, Lake Nipissing, and the French River, formed the regular approach to the Upper Lakes for 150 years. The scenery of the French River is highly picturesque.

Lake Tamagamingue (see p. 189) lies about 30 M. to the N. of Lake Nipissing.

The train skirts the N. shore of Lake Nipissing, passing a reservation of Nipissing Indians at (378 M.) *Meadowside* and crossing the *Sturgeon* at (387 M.) *Sturgeon Falls*. 422 M. *Hill Crest*; 431 M. *Wahnapitae* (775 ft.); 436 M. *Romford*. — 443 M. **Sudbury** (840 ft.; *Hotel*; *Rail. Restaurant*), with its smelting-works and 1700 inhab., lies in the midst of rich deposits of nickeliferous pyrrhotite, containing on an average about $2\frac{1}{4}$ per cent of nickel. The value of the ore produced in 1892 was \$3,513,339; and, with the increased demand for nickel owing to its new use as an alloy for steel, it seems likely that this industry will grow in importance. Copper, cobalt, and a little platinum also occur. Comp. 'The Nickel Ores of Sudbury', by J. D. Frossard (London; 1894). Sudbury is the starting-point of a line to Sault-Ste-Marie (see below).

FROM SUDBURY TO SAULT-STE-MARIE, 182 M., in 6 hrs. Through-carriages run by this route from E. points to St. Paul, Minneapolis, and Duluth. — Most of the intermediate stations are unimportant. 72 M. *Spanish* is the station for (3 M.) *Spanish River*, a lumbering port on the N. bank of *Lake Huron*. Our line reaches Lake Huron at (95 M.) *Algoma*, another timber-trading place. The long island of *Manitoulin* is seen on the other side of the *North Passage*, 4-6 M. distant (comp. p. 181). 133 M. *Thessalon*; 143 M. *Bruce Mines*, with deserted copper-mines; 155 M. *Echo Bay*. — 179 M. *Sault-Ste-Marie*, Ontario, a quiet little place, with the large International Hotel (comp. p. 182). The train then crosses the *Sault River* and *Canal* by a fine bridge, 1 M. long, and reaches —

182 M. **Sault-Ste-Marie**, Michigan (see p. 182).

Beyond Sudbury our train runs towards the N.W., through a sparsely-peopled forest-clad region, seamed with small rivers and dotted with innumerable lakes. For about 70 M. the rocks passed over belong to the Huronian system. To the right, about 3 M. from Sudbury, is the *Murray Nickel and Copper Mine*. At (461 M.) *Larchwood* (860 ft.) we cross the *Vermilion River*. The oval depressions visible in the surface of the sandstone rock here are locally known as 'Nanabozhoo's Snowshoe Tracks'. As we near (467 M.) *Onaping* (1050 ft.) a glimpse of the high falls (150 ft.) of the *Onaping River* is obtained to the right. To the left, beyond Onaping,

lies *Windy Lake* or *Lake Makoping*. 478 M. *Cartier* (1355 ft.) is a divisional station. Beyond (498 M.) *Pogamasing* (1145 ft.) we cross the *Spanish River* (see above), which here runs between cliffs of red hornblende-granite, 300 ft. high. 532 M. *Biscotasing* lies on a lake of the same name. The line now follows the 'height of land', or watershed, between Hudson's Bay and the Great Lakes. At (564 M.) *Woman River* we cross the stream of that name, and beyond (581 M.) *Ridout* the *Apishkaugama*. 615 M. *Chapleau* (Rail. Restaurant), a divisional station, on *Lake Kabishquashing*, to the N. of the watershed; 644 M. *Windermere*, with iron-mines. — At (675 M.) *Missanabie*, where we cross *Dog Lake*, a very short portage connects the streams flowing towards the N. with those descending to Lake Superior.

This was an important point for the fur-trade long before the railway was constructed, the *Michipicoten River*, connecting it with Lake Superior, and the *Moose River*, running N. to James Bay, forming a natural highway between the Great Lakes and Hudson's Bay (comp. p. 183). Large quantities of furs are still brought hither from the N. by the Moose River. The Michipicoten affords good fishing. — Gold mines have lately been discovered a little to the S. of Missanabie.

Beyond Missanabie the construction of the line was attended with considerable difficulties, overcome by skilful engineering. Numerous rock-cuttings are passed. The extensive yards at (747 M.) *White River* (Rail. Restaurant) are for resting cattle on their way to the E. We then follow the White River (left) for some distance, and cross it beyond (763 M.) *Bremner*. To the right lies *Round Lake*. Farther on we cross the *Big Pic River* by a lofty iron bridge and reach (802 M.) *Heron Bay*, at the N.E. corner of **Lake Superior** (see p. 183).

For the next 200 M. the railway follows the N. bank of Lake Superior more or less closely. The scenery is very striking, and the traveller should rise early in order to enjoy it. At many points the line runs on ledges cut out in the side of the fine granite cliffs, which border the shore and often rise to a height of hundreds of feet. Numerous tunnels and bridges are necessary, and the hardness of these ancient and finely coloured rocks immensely increased the engineering difficulties of this part of the railway. The lake is not always in sight, but numerous views of its vast blue expanse are enjoyed. Innumerable streams flow into its waters from the N., nearly all of them affording good sport to the angler. — 811 M. *Peninsula*; 822 M. *Port Coldwell*. Farther on we cross the *Little Pic River* and reach (830 M.) *Middleton*. — 847 M. *Jackfish*, at the mouth of the river of the same name and on a fine sweeping bay, is an excellent fishing-station, both for river-trout and for the whitefish (p. 183), sturgeon, and lake-trout of Lake Superior itself. A little farther on rises *Ogilvie's Butte*, one of the most striking of the numerous basaltic protuberances which interrupt the granite formations of the shore. — At (865 M.) *Schreiber* (Rail. Restaurant) information as to fishing and guides may be obtained from the Divisional Superintendent (Mr. Hay) or the Divisional Engineer (Mr. Wetmore). At (880 M.) *Rosspoint* we reach the beautiful **Nepigon Bay*, cut off from the main

body of the lake by a chain of islands. 896 M. *Gravel River* is another good angling-resort. Trails to these rivers, see p. li.

929 M. *Nepigon* (Taylor's Hotel, \$2) lies at the mouth of the *Nepigon River*, the largest river flowing into Lake Superior and one of the most famous trout streams in Canada. Adjacent lies *Red Rock*, a post of the Hudson Bay Co. The railway crosses the river here by a bridge 780 ft. long and 85 ft. high.

The *Nepigon* issues from Lake *Nepigon* (see below), to the N. of Lake Superior, and in its course of about 40 M. descends 300 ft. and forms three small lakes. It abounds in speckled trout, which not unfrequently reach a size of 5-8 lbs. One of the favourite resorts of fishermen is *Camp Alexander*, about 12 M. from *Nepigon Station*, with which it is connected in the fishing-season (June 15th-Sept. 30th) by a steam-launch.

**Lake Nepigon* (685 ft. above the sea), measuring about 70 M. by 50 M. in its longest diameters, is very irregular in shape and contains numerous islands. It is well stocked with whitefish and trout and is a veritable paradise for anglers. The scenery is very fine.

Anglers who mean to fish in the *Nepigon* region are advised to apply beforehand to the Hudson Bay Co.'s agent at *Red Rock* and inform him of the size of the party and of what is wanted in the shape of guides, canoes, camp-outfit, and the like. The guides are generally Indians (fee \$1½-2 per day). One canoe and two Indians will suffice for two anglers, and the total expense for each person need not exceed \$4 per day. Black flies and mosquitoes are troublesome, especially in the early part of the season, and protections against their bites are indispensable. Comp. 'Sporting Notes', by *E. W. Sandys*, and 'Nepigon Trout', by *W. F. Whitcher* (No. 2 of the C. P. R. Primers; Montreal, 1887).

About 3¼ M. beyond *Nepigon* the train rounds the cliff known from its colour as *Red Rock*. To the left we enjoy a good view across the bay, with the islands of *La Grange*, *Iles Verte*, and *St. Ignace*. We then intersect the neck of the promontory jutting out between *Nepigon Bay* and *Black Bay*, skirt the latter, and strike direct for *Port Arthur*, crossing the *Black Sturgeon River*. *Black Bay* is bounded on the W. by the bold *Thunder Head* (p. 183), sheltering *Thunder Bay*, of which we obtain pleasant glimpses. The intermediate stations are (946 M.) *Wolf River*, (961 M.) *Pearl River*, (970 M.) *Loon River*, and (979 M.) *Mackenzie*.

993 M. *Port Arthur* (620 ft.; *Northern Hotel*, \$3; *Algoma*, \$2; *Rail. Restaurant*), a small lake-port, with 2698 inhab., lies on the W. shore of *Thunder Bay* in a district rich in gold and silver. Steamers run hence to *Duluth* (see *Baedeker's United States*). Boating and fishing are obtained in the bay, which, however, is subject to squalls.

998 M. *Fort William* (600 ft.; **Kaministiquia Hotel*, \$3; *Manitoba Ho.*, \$2), the lake-port of the W. section of the C. P. R. and the terminus of the E. division, lies on the wide and deep *Kaministiquia*, just above its mouth in Lake Superior. Pop. (1891) 3000. This is the point at which passengers who have crossed Lakes Huron and Superior by steamer (see R. 39) rejoin the railway. The wharf is connected with the railway-station by a lofty foot-bridge. Adjacent are three immense *Grain Elevators*, with a joint capacity of nearly 3¾ million bushels. Large quantities of grain from Manitoba and the North-West are shipped here for carriage

on the Great Lakes. The picturesque situation of Fort Williams in conjunction with its boating, fishing, and shooting facilities, attracts many summer-visitors. Adjacent rises the abrupt *McKay's Mt.*

A small post was established here by Du Luth towards the close of the 17th century, but was afterwards abandoned. In 1801 it became a port of the Hudson Bay Co., and the old fort is still preserved as an engine-house. The Kaministiquia and its connecting waters formed a canoe-route by which the Indians of the North-West brought their furs to the traders. It was by this route that Col. Wolseley transported his forces to Fort Garry in 1870 (see p. 196).

Either Port Arthur or Fort William forms good geological headquarters for the exploration of the Nepigon (Cambrian), Animike (copper-bearing Cambrian), and Huronian rocks.

At Fort William we change from Eastern to Central Time (1 hr. slower; comp. p. xiv). To the W. of this point the C. P. R. uses the 24-hour system in its time-tables, counting 1 p.m. as 13 o'clock.

Passing *West Fort William*, the train leaves Lake Superior and enters a desolate rock-strewn region, overgrown with rather scrubby timber. Few settlements or attempts at cultivation are seen, but there is said to be better land at some distance from the railway. Many lakes and rivers are passed. — About 4 M. from (1011 M.) *Murillo* (945 ft.) are the fine **Kakabeka Falls*, 130 ft. high and 450 ft. wide, formed by the Kaministiquia. *Murillo* is also the station for the *Rabbit Mountain* silver-mining district. Beyond (1022 M.) *Kaministiquia* (1010 ft.) we leave the river of that name and ascend along the *Mattawan*. Names such as (1031 M.) *Finmark* and (1059 M.) *Linkooping* (1530 ft.) indicate the presence of a Scandinavian element among the scanty settlers. To the left, at (1075 M.) *Savanne* (Rail. Restaurant), may be seen some barges abandoned here by Wolseley on his march to Fort Garry (Winnipeg; comp. above). Much difficulty was experienced in making this part of the line from the 'muskegs', or morasses covered over with soil and vegetation, that required to be filled in. — 1080 M. *Upsala*; 1088 M. *Carlstad*; 1110 M. *English River*; 1128 M. *Bonheur*; 1146 M. *Ignace* (1450 ft.; Rail. Restaurant), a divisional point. We now follow the *Wabigoon River*, which, with its chain of lakes, affords good fishing. 1196 M. *Wabigoon*. At (1226 M.) *Eagle River* are two pretty waterfalls, one on each side of the railway. The whole district is characterised by wild rocky scenery and numerous deep lakes. Beyond (1267 M.) *Hawk Lake* the large *Lake of the Woods* (see p. 194) lies to the left.

1291 M. *Rat Portage* (1085 ft.; *Hilliard House*, \$2; *Queen's; Russell Ho.*, all third-rate), a town with 2000 inhab., is finely situated on the Lake of the Woods, at the point where its waters pour over a rocky ledge into the *Winnipeg*, forming a picturesque **Waterfall* 20 ft. high. At present Rat Portage is merely a saw and flour milling place and quite in the rough; but with the erection of a good hotel and a few other improvements it might be made a charming summer-resort. To see the Falls, we follow the railway to the bridge and then turn to the right.

The *Lake of the Woods is a beautiful sheet of water, 65 M. long and 10-50 M. wide, studded with islands and surrounded by green forests rising at places in hills of considerable size. It was discovered by the French explorers in 1660, and plays a prominent part in the story of the early *voyageurs* and *coureurs de bois*. The 'portage', named from the colonies of musk-rats, connected the lake with the Winnipeg River. A steam-ferry plies several times daily from Rat Portage (round trip 25c.) to *Norman* and *Keewatin* (see below), on the other side of the river; and a steamer runs once or twice weekly to *Rainy River*, at the S. end of the lake. Small steamers and steam-launches make numerous other excursions in summer, and small boats may be hired. The Rainy River connects the Lake of the Woods with *Rainy Lake*, a smaller body of water (50 M. long), which is said also to be very picturesque. This whole region abounds in excellent fishing and shooting, full particulars of which may be learned at Rat Portage. The timber cut by the mills on the Lake of the Woods amounts annually to nearly 100,000,000 ft.

The train crosses the Winnipeg by a lofty open-work bridge (falls to the right). 1295 M. *Keewatin* (see above), with a huge flour-mill (capacity 1800 barrels per day) and numerous saw-mills. Between this point and (1303 M.) *Ostersund* we have two good opportunities of noticing the junction of the Laurentian and Huronian systems. Farther on little of interest is passed.

Beyond (1314 M.) *Kalmar* and (1322 M.) *Ingolf* we leave Ontario and enter *Manitoba* (p. 196). 1343 M. *Rennie*; 1363 M. *White-mouth*, with lumber-mills. The country becomes more and more level and the trees more sparse, until we fairly leave the forest region of the East and emerge on the great prairies of the West. Beyond (1389 M.) *Beauséjour* the underlying rocks are concealed by alluvial deposits. 1403 M. *Selkirk* or *East Selkirk*, with about 900 inhab., a new Government fish-hatchery, and quarries of Galena limestone, lies about 18 M. from the S. end of *Lake Winnipeg*, which may be reached hence by stage-coach.

Lake Winnipeg (710 ft. above the sea) is 260 M. long and varies in width from 5 M. to nearly 60 M. Like its companions, *Winnipegosis* and *Manitoba*, it is rather shallow, being nowhere more than 70 ft. deep. It receives the waters of the *Red River* and the *Saskatchewan*, and drains into *Hudson Bay* through the *Nelson River*. There are few settlements on its banks except some Icelandic colonies near its S. end and some scattered posts of the Hudson Bay Co. Steamers ply upon the lake at irregular intervals, but there is little to tempt the ordinary tourist to visit it, though the sportsman might find his account in a properly guided exploration of its banks.

The train now turns to the S., following the *Red River*, which it crosses at (1423 M.) *St. Boniface* (p. 197).

1424 M. *Winnipeg*, see R. 42.

42. Winnipeg.[†]

Arrival. *Canadian Pacific Railway Station*, Main St., cor. 11th Ave. North (Point Douglas Ave.); *Northern Pacific Station*, Main St., cor. Water St.

Hotels. **The Manitoba*, a handsome new structure at the N. P. R. Sta-

[†] The streets of Winnipeg were officially renamed on a numerical system in 1890, but as the old names are still in general use, they are added in the text (within brackets).

tion, \$3-4; *Clarendon*, cor. Portage Ave. and 4th St. South (Donald St.), \$1½-3½; *Queen's*, \$2½-5; *Leland*, \$2-3, commercial; *Grand Central*, \$1½. — *Criterion Restaurant*, 478 Main St.; restaurants at the *Railway Stations*.

Cabs. For cab-hiring purposes Winnipeg is divided into two *Divisions*, the first comprising the central part of the city (incl. the above-named railway-stations and hotels) and the second the district outside the first and within the city limits. Per drive within a division, with the right to return to starting-point within 10 min., 1-2 pers. 25c., 3-4 pers. 50c.; with two horses, 1-2 pers. 50c., each addit. pers. 25c. From any point in one division to any point in the other, 1-2 pers. 50c., with two horses 75c., each addit. pers. 25c. Per hour, 1-4 pers., 75c., with two horses \$1. Double fares from 10 p.m. to 6 a.m. One trunk and hand-baggage for each pers. free. — *One-Horse Carriage*, without driver, first hr. \$1, each addit. hr. 75c., half-day \$2½, whole day (10 hrs.) \$4; two-horse carr., \$2, \$1, \$4, \$7 (driver at the rate of \$2 per day extra). — *Saddle Horse*, \$1, 50c., \$2, \$3.

Tramways (horse and electric) traverse the principal streets and run to the suburbs (fare 5c.).

Opera House, Central Ave. (Notre Dame St. West).

Post Office, Main St., cor. Owen St., open 8-19 (i. e. 8 a.m. to 7 p.m.).

Consuls. United States, *Thos. Duffie*; German, *William Hespeler*; French, *F. E. Gautier*; Swedish and Norwegian, *James A. Green*.

Winnipeg (735 ft.), the name of which is derived from the Indian *Ouinipigon* ('muddy water'), is a brisk and prosperous city with (1891) 25,642 inhab. (now about 32,000), situated at the confluence of the *Red River* and the *Assiniboine*, in the great level plain of the former. It is the capital of the *Province of Manitoba* (see p. 196) and owes its importance to the fact that it is the doorway and commercial focus of the Canadian North-West, with its boundless prospects of unexploited wealth. The streets are wide and well laid out, and there are many substantial and even handsome buildings. It will repay the leisurely tourist to stop overnight here and visit the city and its suburbs with some thoroughness; but the hurried traveller will obtain a very fair idea of its chief sights in an hour's drive.

The first Europeans to visit Manitoba were the *Sieur de la Verendrye*† and his sons, who in 1731 et seq. explored the district surrounding Lake Winnipeg, and, among other settlements, established the *Fort Rouge* (1738), at or near the site of the present city of Winnipeg. Soon after came the conquest of Canada by the British and the troubles of the American Revolution, and the post was abandoned. The point between the Red River and the Assiniboine was long known to the early fur-traders as 'The Forks', but does not seem to have been permanently occupied till about 1803, when the North-West Co. established *Fort Gibraltar* here. The Hudson Bay Co. began to establish posts in the Red River district in 1796. In 1842 came Lord Selkirk's attempt to colonize the Red River Valley (comp. p. 198). His Highland settlers reached the centre of the continent by way of Hudson Bay and the River Nelson, and established themselves near Fort Gibraltar. The N.W. Co. regarded this as an illegal intrusion, and a struggle ensued in which the property of the Selkirk settlers was totally destroyed. In 1816 the Hudson Bay Co. attacked and destroyed Fort Gibraltar, and in 1817 another collision resulted in the death of Governor Semple, leader of the H. B. Co.'s party, and twenty of his men. The two rival companies, however, amalgamated in 1820-21, whereupon the Hudson Bay Co. moved its headquarters to the Forks,

† The Verendryes pursued their adventurous explorations much farther to the W. and are generally recognized as the discoverers of the Rocky Mts. (1743).

establishing *Fort Garry* on part of the site of Winnipeg (see below). The village of Winnipeg sprang up about $\frac{1}{2}$ M. to the N., shortly before 1870. In 1836 the company bought out Lord Selkirk for 25,000*l*. In 1870, when the Province of Manitoba was created and its occupation by the Dominion Government was resisted by the *Red River Rebellion* under *Louis Riel* (p. 201), Fort Garry, including Winnipeg, contained only 240 inhabitants. It was at this time that Col. Wolseley made his famous march to Fort Garry (comp. p. 193). In 1881, when its name had been changed to *Winnipeg*, the population was 7985, and by 1891, owing to the opening of the C. P. R. and other causes, this figure had been almost quadrupled. The assessed valuation of the city is now over \$ 20,000,000, and in 1891 it produced manufactured articles to the value of \$ 5,561,000.

The Province of Manitoba forms a nearly perfect square of 270 M., with an area of 73,956 sq. M., or about 8000 sq. M. less than that of Great Britain. In 1891 it contained 152,506 inhab. (25,228 in 1871 and 62,260 in 1881). The name was taken from Lake Manitoba and means, in the Cree dialect, 'spirit narrows'. The province belongs almost entirely to the great inland plain of the American Continent, and its surface is level and little wooded. The great source of its wealth lies in the rich and easily tilled soil, which is seen at its best in the *Red River Valley*. Immense crops of fine wheat are grown here, and also large quantities of oats, barley, and potatoes. The alluvial soil of this valley consists of the sediment of a former great lake of the post-glacial age, to which the name of Lake Agassiz has been given. The climate of Manitoba is very cold in winter and hot in summer (range from -40° to 95° Fabr.), but is not unhealthy. The mean annual rainfall is about 20 inches. A large part of the province is occupied by the great lakes of the Winnipeg group (comp. pp. 194, 199). In 1892 the amount of grain exported from Manitoba was over 14,000,000 bushels, and the total value of its foreign trade was \$ 5,116,782.

IN MAIN STREET (132 ft. wide), near the centre of the town and about halfway between the two railway-stations, stands the **City Hall**, a large building with a central tower and corner turrets. In front of it is a *Monument*, inscribed 'in memory of Fish Creek and Batoche' (see p. 201). Behind the City Hall is the *Market*, a tasteful little building in an Italian style. Adjacent is the *Grain Exchange*, which also harbours the *Board of Trade*.

Following Main St. towards the S. for about 650 yds. and passing (left) the *Post Office* (p. 195), we reach (left) the *N. P. Railway Station*, with the handsome *Manitoba Hotel* (p. 194). — A little farther on, at the corner of 8th Ave. South (York St.; r.) are the *Custom House* and the ***Hudson Bay Co.'s Stores**, the headquarters of this powerful historical corporation, not far from the site of Fort Garry (see above). These stores form a huge bazaar, somewhat resembling one of the great Co-operative Stores of London, and repay a visit.

The **Hudson Bay Co.** was established in 1670 by a charter of Charles II., granting to Prince Rupert and a few associates the monopoly of the fur-trade over the vast tract of country — nearly as large as Europe — extending from Lake Superior to Hudson Bay and the Pacific. This monopoly, which practically included all the rights of government, was undisturbed for nearly 200 years. The company divided the whole territory into 4 departments, 33 districts, and 152 posts, employing at one time 3000 traders, agents, and voyageurs, besides many thousands of Indians. In bartering with the Indians the unit of account was the beaver-skin, which was the equivalent of two martens or twenty musk-rats, while the pelt of a silver fox was five times as valuable as a beaver. The rule of the company was on the whole beneficial to the Indians, who were not allowed to buy spirits. In 1783-4 the *North-West Fur Co.* was

formed at Montreal, and for a time it carried on a bitter rivalry with the H. B. Co. In 1821, however, the two companies coalesced, retaining the name of the older corporation. As population increased in the territory, the proprietary tenure of the company was felt to be an unendurable anomaly, and in 1869 its rights were transferred by act of parliament to the Crown, while its territories were incorporated with the Dominion of Canada in return for a compensation of 300,000 *l.* The company still retains its posts and its trade and a right to a certain proportion of lands surveyed for settlement.

Nearly opposite the Hudson Bay Co. is the *Crown Timber Office*. About $\frac{1}{3}$ M. farther on Main St. reaches the Assiniboine River. In the meantime, however, we turn to the right and follow NINTH AVENUE SOUTH or BROADWAY, which leads to ($\frac{1}{2}$ M.) the **Parliament Buildings**, a large and handsome pile, with wings, mansard roofs, and a low central tower. Visitors are freely admitted to all parts of the building and to the galleries of the *Legislative Chamber* (Manitoba has one chamber only) when the Legislature is in session. — To the left (S.) of the Parliament Buildings stands the *Lieutenant-Governor's Residence*, in a similar style of architecture; and behind lies *Fort Osborne*, the military headquarters, with its drill-shed and barracks.

To the right (N.) of the Parliament Building, also facing on 8th St. South (Kennedy St.), is the *Court House*, yet another edifice with the inevitable mansard roofs; and behind the Court House lies the *Provincial Gaol*.

A little farther along Broadway, facing the end of Osborne St., is the *Church of All Saints*.

Following Kennedy St. from the Court House towards the N., we reach ($\frac{1}{3}$ M.; 1.) **Manitoba College**, a large Presbyterian institution, attended by about 175 students and forming one member of the *University of Manitoba*. Thence we may return towards the centre of the town through Ellice St., passing *Knox Church* and *Grace Church*.

Among the other buildings of importance in Winnipeg proper are the extensive *City Hospital* in 2nd Ave. North (Bannatyne St.); *St. John's Episcopal College*; the *Manitoba Medical College* (these two affiliated to the University of Manitoba); the *Provincial Deaf and Dumb Institute*, in Portage Avenue; the *C. P. R. Land Offices*, in the C. P. R. Station (p. 194); *St. Mary's Church*, in 7th Ave. South (St. Mary's St.), cor. 5th St. South (Hargrave St.); *Trinity Church*, 4th St. South (Donald St.), cor. 6th Ave. South (Graham St.); and the *Manitoba Club*, in 2nd St. South (Garry St.). There are several large *Flour Mills* near the Red River. The finest *Private Residences* are in the quarters adjoining the Assiniboine, especially in *River Avenue*, to the S. of that stream. *Dufferin Park* and *Elm Park* are two small but pretty pleasure-grounds; and other parks are being acquired and laid out by the city authorities.

St. Boniface, on the opposite side of the Red River, is a separate municipality with 1553 inhab., most of whom are French. It was founded in 1818 and is now the Roman Catholic headquarters of N.W. Canada, containing a Roman Catholic *Cathedral*, an Archi-

episcopal Palace (Abp. Taché), a *Convent*, and an *Hospital*, all near the river. A small monument to *Louis Riel* (p. 196) has been placed in front of the Palace, and he is buried in the French Cemetery here. About $\frac{1}{3}$ M. from the river stands *St. Boniface College*, the Roman Catholic member of Manitoba University, with about 20 students.

The *Environs* of Winnipeg offer little to detain the lover of picturesque scenery, but the sportsman will find good prairie-chicken shooting within a few miles of the town, and by going a little farther afield (e. g. to Lake Winnipeg or Lake Manitoba) he may get a shot at big game. Information as to equipment, guides, etc. may be obtained at the hotels. — *Steamers* ply on the *Red River* and *Assiniboine*, but at irregular intervals. — A pleasant short excursion may be made to *Silver Heights*, the model farm of Sir Donald Smith, situated on the N. bank of the Assiniboine, $4\frac{1}{2}$ M. from the city.

FROM WINNIPEG TO ST. PAUL by the *Northern Pacific Railway*, 482 M., in 18 $\frac{1}{2}$ hrs. (fare \$14.20, sleeper \$3). This line runs to the S., along the W. bank of the *Red River*, the valley of which is one of the chief wheat-growing regions of the world, producing in a good year 30-40 million bushels. From (3 M.) *Portage Junction* a branch-line diverges to the right for (52 M.) *Portage-la-Prairie* (p. 199), and from (40 M.) *Morris* another runs to (145 M.) *Brandon* (p. 200). At (65 M.) *Emerson* we reach the frontier. 68 M. *Pembina* (670 inhab.), in N. Dakota, is the first station in the United States (small articles of luggage examined). We here cross the *Pembina River*, and continue to follow the *Red River Valley*. 112 M. *Grafton*. At (162 M.) *Grand Forks* (830 ft.; *Dacotah Hotel*, \$2 $\frac{1}{2}$ -3 $\frac{1}{2}$), a railway-centre with 4079 inhab. and manufactures of carpet-sweepers, etc., we turn to the left (E.), cross the *Red River*, and enter *Minnesota*. 189 M. *Crookston* (Commercial, \$2), a city of 5029 inhab., with various industries. — At (257 M.) *Winnipeg Junction* we reach the main line of the *Northern Pacific Railway*, which we follow to the S. E. to (471 M.) *Minneapolis* and (482 M.) *St. Paul* (see *Baedeker's United States*).

FROM WINNIPEG TO ST. PAUL by the *Great Northern Railway*, 478 M., railway in 20 hrs. (fares as above). This line also ascends the *Red River Valley*. — The train starts from the C. P. R. Station and runs over the C. P. R. tracks as far as the frontier. At (42 M.) *Morris* we touch the line above described. From (56 M.) *Rosenfeld Junction* a branch-line runs to the W. to (165 M.) *Napinka* (through-fare from Winnipeg \$8.75). This branch traverses a district largely settled by Mennonites from Russia. — 69 M. *Gretna* is the last Canadian station, and (71 M.) *Neche*, on the 49th parallel of N. lat., is the first in the United States (*North Dakota*; custom-house examination). We then cross the *Pembina*. At (108 M.) *Grafton* we intersect the line described above. From (147 M.) *Grand Forks* (see above) the G. N. R. has two routes to St. Paul, one on each side of the *Red River*. Our line remains on the W. side, traversing fine fields of wheat, and at (225 M.) *Fargo* (900 ft.) intersects the *Northern Pacific R.* Hence to (474 M.) *Minneapolis* and (485 M.) *St. Paul*, see *Baedeker's Handbook to the United States*.

FROM WINNIPEG TO EMERSON, 66 M., *Canadian Pacific Railway* in 3 $\frac{1}{2}$ hrs. (fare \$2.60). — This line ascends the E. bank of the *Red River*. 3 M. *St. Boniface* (p. 197); 12 M. *St. Norbert*; 23 M. *Niverville*; 31 M. *Otterburne*; 48 M. *Arnaud*; 56 M. *Dominion City*. At (66 M.) *Emerson* (see above) this line connects with the Minnesota Division of the G.N.R., but the through-trains now run, as above indicated, via *Gretna*.

FROM WINNIPEG TO WEST SELKIRK, 23 M., *C. P. R.* in 1 $\frac{1}{2}$ hr. (fare 90 c.). This line runs towards the N. E., on the W. bank of the *Red River*. — 8 M. *Kildonan*, the site of Lord Selkirk's unfortunate colony (p. 193), is a settlement with about 500 inhabitants. 12 M. *Parkdale*; 15 M. *Victoria Park*; 19 M. *Lower Fort Garry*, a post of the H. B. Co. — 23 M. *West Selkirk*, opposite *Selkirk* (p. 194), is the nearest station to *Lake Winnipeg*, the S. end of which lies about 16 M. to the N. and may be reached hence by coach (comp. p. 194).

FROM WINNIPEG TO STONEWALL, 20 M., *C. P. R.* in $1\frac{1}{4}$ hr. (fare 80 c.). This line runs to the N. — *Stonewall* is a small lumbering village with 500 inhabitants.

FROM WINNIPEG TO SHOAL LAKE, 40 M., *Hudson Bay Railway* in $1\frac{3}{4}$ hr. This line is the first section of a railway intended to run to the N., between *Lake Winnipeg* and *Lake Manitoba* and down the *Nelson River*, to *Port Nelson* on *Hudson's Bay* (about 700 M.). *Shoal Lake* is a narrow sheet of water, 30 M. long, lying 8-12 M. to the E. of the S. end of *Lake Manitoba*. The district is mainly settled by Icelanders and Norwegians. The shooting here is good (moose, elk, deer, prairie chicken, water-fowl; comp. p. lvi).

FROM WINNIPEG TO SOURIS, 150 M., *C. P. R. (S. W. Branch)* in $7\frac{2}{3}$ hrs. (fare \$ 5). — This line traverses a fertile farming district, passing a number of small stations. From *Souris* (see p. 200) lines run to *Reston*, *Brandon* (p. 200), and *Estevan* (p. 200).

43. From Winnipeg to Banff.

922 M. *CANADIAN PACIFIC RAILWAY* in 39-40 hrs. (fare \$35.10; sleeper \$ 6). From *Winnipeg* to (1484 M.) *Vancouver* in $2\frac{1}{2}$ days (fare \$ 50; sleeper \$ 12). From *Montreal* to (2346 M.) *Banff* in $4\frac{1}{2}$ days (fare \$76.50; sleeper \$ 14). From *Halifax* and from *Montreal* to *Vancouver*, see p. 187.

Winnipeg, see p. 194. The train runs to the W. over a flat and limitless prairie. As far as (40 M.) *Poplar Point* few settlements or signs of cultivation are visible, most of the land being held by speculators. Farther on, however, the prairie is covered with vast crops of wheat, offering a singularly imposing sight in harvest. The line of trees visible to the left (S.) marks the course of the *Assiniboine River*.

56 M. *Portage-la-Prairie* (800 ft.; *Grand Pacific*, *Leland*, *Bellevue*, \$ 2), a grain-market of some importance, with 4200 inhab., flour-mills, grain-elevators with a capacity of 320,000 bushels, and various manufactures. It lies 15 M. to the S. of *Lake Manitoba* (see below).

FROM PORTAGE-LA-PRAIRIE TO YORKTOWN, 225 M., *Manitoba and North-Western Railway* in 10 hrs. (fare \$ 8.95). — This line runs to the N.W., through a prosperous farming district. 17 M. *Westbourne* is only 8 M. from the S. end of *Lake Manitoba*, the irregularly shaped lake, 120 M. long, which gives name to the province (comp. p. 196). 35 M. *Gladstone*. 79 M. *Minnedosa*, a flourishing little town of 500 inhab., on the *Little Saskatchewan*. Good shooting may be obtained in the district. — A branch-line runs to the S. from *Minnedosa* to (15 M.) *Rapid City* (see p. 200). — At (138 M.) *Birtle* we enter the upper valley of the *Assiniboine*. From (155 M.) *Binscarth* a branch-line runs to (11 M.) *Russell*, in the *Shell River* district. — We cross the *Assiniboine*. 168 M. *Harrowby*; 189 M. *Churchbridge*; 205 M. *Saltcoats* (200 inhab.), a settlement of Highland crofters. — 225 M. *Yorktown*.

The *Manitoba* branch of the *Northern Pacific Railway* runs from *Portage-la-Prairie* to (53 M.) *Portage Junction*, where it connects with the N. P. R. line between *Winnipeg* and *St. Paul* (see p. 198).

The line now traverses a rough bush-grown district, but beyond (85 M.) *Austin* reaches the 'Second Prairie Steppe' (see p. xxxviii), another fine wheat-growing region, with an area of 105,000 sq. M. and an average altitude of 1600 ft. 106 M. *Carberry*, the chief grain-market for the district. Beyond (114 M.) *Sewall* we descend towards the valley of the *Assiniboine*. 127 M. *Chater* is the junction of the

North-West Central Railway to (22 M.) *Rapid City* (see below). To the S.W. rise the *Brandon Hills*. We now cross the *Assiniboine* and reach —

133 M. *Brandon* (1190 ft.; *Langham*, \$ 2-3; *Grand View*, \$ 2), a substantial-looking little town of 5400 inhab., pleasantly situated on high ground. It is the chief grain-market of Manitoba, and its elevators, here, as in most towns of Manitoba, a conspicuous feature, have a capacity of 310,000 bushels. The Government has an experimental farm here. Central time now gives place to 'Mountain' time, 1 hr. slower (p. xiv).

FROM BRANDON TO ESTEVAN, 164 M., *Can. Pac. Railway* in 27 hrs. (night spent at *Napinka*). — This line taps the fertile district of the *Souris* or *Mouse River*, which also yields much coal. 24 M. *Souris* (Rail. Restaurant) is the junction of a line to *Winnipeg* (see p. 199), and (58 M.) *Napinka* (see p. 193) of one to *Rosenfeld*, on the line from *Winnipeg* to *Gretna* (comp. p. 198). Beyond *Napinka* the line runs nearly due W. 66 M. *Melita* (Rail. Restaurant); 123 M. *Oxbow*. — 164 M. *Estevan*.

FROM BRANDON TO MORRIS, 145 M., *Northern Pacific Railway* in 6¼ hrs. — Intermediate stations unimportant. *Morris*, see p. 198.

FROM BRANDON TO RAPID CITY, 22 M., *North-West Central Railway* in 1 hr. — This line diverges from the C.P.R. at (6 M.) *Chater* (see above) and meets the *Manitoba* and N.W. Railway at (22 M.) *Rapid City* (p. 199). From *Rapid City* the railway runs to the W. to (60 M.) *Beulah*.

Beyond *Brandon* we continue to traverse a well-cultivated and fairly populous district. For about 300 M. we pass through glacial drift overlying cretaceous formations. The *Souris* branch (see above) diverges to the left at (141 M.) *Kemnay*. Beyond (165 M.) *Oak Lake* we leave the *Assiniboine* valley and ascend somewhat. 180 M. *Virden*; 197 M. *Elkhorn*. About 1 M. before reaching (211 M.) *Fleming* we enter the *District of Assiniboia*, the first of the *North-West Territories*.

The region known as the *North-West Territories of Canada* embraces the whole of the vast territory bounded by the *United States* (49th parallel of N. lat.) on the S., *British Columbia* and *Alaska* on the W., the *Arctic Regions* on the N., and *Hudson's Bay*, the 'Unorganized Territory' and *Manitoba* on the E. (see Map at the end of the Handbook). Its total area is about 1,800,000 sq. M., or larger than all *Europe* outside of *Russia*. The five 'Provisional Districts' of *Assiniboia*, *Saskatchewan*, *Alberta*, *Athabasca*, and *Keeewatin* have been formed out of the S. and E. portions of the region, but the greater part of it, lying mainly to the N. of 60° N. lat., has no provincial organisation and has been only half-explored. The N.W. Territories are administered by a Lieutenant-Governor, appointed by the Governor-General of *Canada* and aided by an Executive Council. These have their seat at *Regina* (p. 201), whither delegates are sent annually by the above-mentioned provisional districts.

The district of *Assiniboia* has an area of about 88,500 sq. M. and includes the fertile valleys of the *Qu'Appelle* and the *South Saskatchewan*. Several colonies of Highland crofters and others have been established in this district and are doing well, and many towns and villages have sprung up along the railway. Its total white population in 1891 was 30,372.

From (219 M.) *Moosomin* stages run regularly to the N. to (4 M.) *Fort Ellice* and to the S. to the (50-60 M.) *Moose Mountain District*. 235 M. *Wabell*; 249 M. *Whitewood*; 256 M. *Perceval*. — 264 M. *Broadview* (1950 ft.; Rail. Hotel, \$ 2), a divisional station at the head of *Weed Lake*. A number of *Cree Indians* may usually be seen here, from their reserve, extending to the N. from the railway to

the Qu'Appelle River. — For some distance beyond this point there are few farms near the railway. 280 M. *Grenfell*; 295 M. *Wolseley*. — Beyond (304 M.) *Sintaluta* we enter the celebrated *Bell Farm* (see below), the headquarters of which are at (314 M.) *Indian Head*.

The Bell Farm occupies an area of 100 sq. M., and the furrows ploughed on it are usually 4 M. long. Wheat-growing has been carried on here with great success. The farm originally belonged to one company, but has now been divided into several holdings. At harvest-time the regular staff of labourers is largely increased by Sioux and other Indians.

From (324 M.) *Qu'Appelle* (2050 ft.) a stage runs daily to (17 M.) *Fort Qu'Appelle* (Hotel), on the Qu'Appelle River.

Good fishing is obtained in the *Fishing Lakes* into which the Qu'Appelle River expands here, and the shooting of the district is also good. Farther to the N. lie the *Touchwood Hills* and the *Beaver Hills*.

Beyond Qu'Appelle we traverse a small wooded district. 332 M. *McLean* (2250 ft.); 341 M. *Balgonie*; 348 M. *Pilot Butte*.

357 M. *Regina* (1875 ft.; *Windsor Hotel*, from \$2), the capital of Assiniboia and the seat of government for the N.W. Territories (p. 200), is a brisk little town of 2300 inhab., with a considerable distributing trade for the country to the N. and S. The *Public Buildings* lie to the N. Regina is also the headquarters of the *North-West Mounted Police*, a body of about 1000 picked men, under strict military discipline, formed to look after the Indians and maintain law and order in the N.W. Territories. The success with which this handful of men, dispersed over so vast an area, performs its functions, and the respect with which it is regarded by white men and red men alike, are almost incredible. Many of the force are 'gentlemen' by birth, including a few scions of English nobility.

FROM REGINA TO PRINCE ALBERT, 247 M., *Canadian Pacific Railway* in 14 hrs. (fare \$12.05). — This line runs to the N.W., through a thinly peopled country, crossing the Qu'Appelle beyond (20 M.) *Lumsden*. 56 M. *Chamberlain*; 88 M. *Finsbury*; 111 M. *Bonnington*; 136 M. *Dundurn*. At (160 M.) *Saskatoon* (Rail. Restaurant) it crosses the *South Saskatchewan* and then runs towards the N. and N.E., through the fertile farming district between this stream on the E. and the *North Saskatchewan* on the W. — 178 M. *Oster*; 189 M. *Hague*; 200 M. *Rosthern*; 211 M. *Duck Lake*; 229 M. *Macdowall*. — 247 M. *Prince Albert*, a small farming town with 1360 inhab., situated on the North Saskatchewan, about 30 M. above its junction with the S. branch.

The above-mentioned district, between the two branches of the Saskatchewan, was the scene of the *Riel Rebellion* of 1885. The district was largely settled by French half-breeds, who, dissatisfied with their treatment by the Dominion Government, rose in rebellion, induced the neighbouring Indians to join them, and summoned *Louis Riel* (p. 196) from Montana to be their leader. *General Middleton* was dispatched with a body of militiamen and volunteers to put down the rebels, and defeated them at *Fish Creek*, not far from Hague (see above), and again at *Batoche* (May 9th, 1885), on the South Saskatchewan, 7 M. from Duck Lake (see above). Riel was taken prisoner three days later, and was hanged, with eight of his Indian followers, at Regina.

To the right, about 1 M. beyond Regina station, we see the *Lieutenant-Governor's House*, and a little farther on, on the same side, are the *Headquarters of the North-West Mounted Police* (see above). Large wheat-fields are passed. 390 M. *Pasqua* is the junction of the

new C.P.R. and Soo-Pacific line to *Minneapolis* and *St. Paul* (see *Baedeker's United States*). 393 M. *Moose Jaw* (1725 ft.; Rail. Restaurant), a divisional station, with about 1500 inhabitants. Its Indian name is said to mean 'the creek where the white man mended the cart with a moose-jawbone'. — Along the S.W. horizon extends the *Missouri Côteau* (see below). The line ascends steadily and at (433 M.) *Parkbeg* reaches the third of the *Great Prairie Steppes* into which the N.W. Territories are divided (p. xxxviii). This steppe extends hence to the base of the Rocky Mts. and has an average altitude of 3000 ft. It is, as a whole, more suitable for grazing and stock-rearing than for arable farming. — At (444 M.) *Secretan* the drift hills of the *Missouri Côteau* are well displayed.

In Dakota and the N.W. Territories the so-called 'Continental Moraine' is represented by the *Missouri Côteau*, one of the most remarkable results of glacial action in the Dominion. The *Côteau des Prairies* in Minnesota (see *Baedeker's United States*) is part of the same great natural feature, which may be described as a mass of débris and travelled rocks, 800 M. long, 30-40 wide, and 1000-2000 ft. above sea. Dr. G. M. Dawson, who was the first to recognize the glacial origin of the *Missouri Côteau*, thinks that, while it may represent a Continental moraine, it is more probably due to a deposit of material from floating ice along the sloping front of the third prairie steppe.

452 M. *Chaplin* lies on the northernmost of the *Old Wives Lakes*, two large sheets of water, which have no outlet and are somewhat alkaline. Numerous other smaller lakes are passed. The district we are now traversing was the home *par excellence* of the buffalo, and marks of their trails and wallows may be seen in all directions. Large piles of their skulls are seen at the stations, collected for export as bone manure. Antelopes, coyotes, and prairie dogs are sometimes visible from the car-windows. 'Snow-breaks' are seen at intervals. — 472 M. *Morse* lies on a salt lake, and (489 M.) *Rush Lake* lies on a lake of its own name frequented by swarms of geese, ducks, and other waterfowl. There, too, to the right, is one of the large farms of the *Canadian Agricultural Co.*, each of which contains 18-20 sq. M. of land. — 511 M. *Swift Current* (2400 ft.; Rail. Restaurant) is a divisional point. To the left are seen a *Government Meteorological Station* and the buildings of a sheep-farm of the *Canadian Agricultural Co.* Stages run hence to the N. to *Battleford* and other points.

Beyond this point the *Cypress Hills*, a remarkable plateau of cretaceous rocks capped by miocene gravels, rise to the S. (left) of the line, they are not very prominent in the view, though, towards their W. extremity, they reach a height of nearly 5000 ft. The district between the railway and the hills is well-watered and excellently adapted for grazing. 546 M. *Gull Lake*, with a stock-farm of the above-mentioned company; 597 M. *Maple Creek*, with large cattle-yards and a station of the Mounted Police; 616 M. *Forres*, with an experimental farm of the C.P.R. — 653 M. *Dunmore*, with a large 'mixed' farm of the Can. Agric. Co., is the junction of a railway to *Lethbridge* (see next page).

FROM DUNMORE TO LETHBRIDGE, 109 M., *Alberta Railway* in 7-8 hrs. (fare \$5.45). This line runs nearly due W., the C.P.R. here bending to the N.W. At (18 M.) *Seven Persons* we cross the stream of that name. 32 M. *Winifred*. At (45 M.) *Cherry Coulee* we are within 5 M. of the *S. Saskatchewan*, which flows to the N. of the railway. A little farther up this stream is joined by the *Belly River*, the valley of which our line ascends. Between (69 M.) *Purple Springs* and (82 M.) *Woodpecker* we approach to within 2 M. of the river. — 109 M. *Lethbridge* (*Lethbridge Ho.*, *Clark's*, \$2), a thriving town with 2100 inhab., pleasantly situated on the *Belly River*, owes its prosperity to the fact that it is the centre of an important coal region, supplying a large part of the consumption of coal in the country between *Winnipeg* and *Lake Superior*. About 131,000 tons of coal were raised in 1892, and about half of this was exported to *Montana* (comp. below). *Lethbridge* is also one of the outlets of the *Macleod Ranching District*. *Fort Macleod* (see p. 206) lies 26 M. to the W. To the S. of *Lethbridge* lies the large *Reserve of the Blood Indians*, a branch of the *Blackfeet*.

From *Lethbridge* the *Great Falls and Canada Railway* runs to the S. into *Montana*, crossing the frontier at (67 M.) *Coutts* (Rail. Restaurant) and intersecting the new Pacific line of the *Great Northern Railway* at (104 M.) *Shelby Junction* (comp. *Baedeker's United States*). — 199 M. *Great Falls*, see *Baedeker's United States*.

From *Dunmore* the train descends into the valley of the *South Saskatchewan*, which we cross by a fine steel bridge, 1010 ft. long, at —

660 M. *Medicine Hat* (2150 ft.; *American Hotel*, *Cosmopolitan Hotel*, \$2), a thriving little divisional station, with 1000 inhabitants. The train halts here for $\frac{1}{2}$ hr., and picturesque *Indians* haunt the station, selling buffalo horns and other curiosities. A den with a large grizzly bear is another attraction. Coal is mined to some extent in this vicinity. Small steamers can descend the *Saskatchewan* all the way from *Medicine Hat* to (800 M.) *Lake Winnipeg* (p. 194). — Beyond *Medicine Hat* the train ascends again from the local depression of the river-valley to the prairie-plateau. Between (675 M.) *Bowell* and (687 M.) *Suffield* there is a descent, but beyond the latter point we rise steadily. At (695 M.) *Langevin* wells of natural-gas have been sunk, and the gas is used in pumping water for the railway. The higher summits of the *Rocky Mts.*, 150 M. distant, are said to be visible in clear weather. Just beyond *Langevin* we enter the 'provisional district' (see p. 200) of *Alberta*, which has an area of 105,355 sq. M. and contained 25,277 inhab. in 1891. The endless green prairie is mainly used for cattle-ranches, though a few farms are also passed. From (758 M.) *Bassano* to *Calgary* the *Laramie sandstone* is seen overlying the *Cretaceous rocks*. The trees outlining the *Bow River* are visible to the S. (left), and at (766 M.) *Crowfoot*, named after a famous *Blackfoot* chief, we reach its bank. This part of the railway is bordered on the S., for about 40 M., by the large *Reserve of the Blackfoot Indians*, formerly one of the most war-like tribes but now living as peaceable farmers. They number about 4000. Their picturesque forms may often be seen at the railway-stations. Beyond (785 M.) *Gleichen* (2900 ft.) the snowy peaks of the *Rocky Mts.* come into full view towards the W. and S.W. As we approach *Calgary* the *Bow River* is seen to the left.

840 M. *Calgary* (3390 ft.; *Alberta Hotel*, \$3; *Royal, Windsor*, \$2), a thriving little prairie town of 4500 inhab., provided with electric light and other modern conveniences, is largely built of a fine light-grey building-stone found in the neighbourhood, which gives it a handsome and substantial appearance. It lies on the S. bank of the Bow River, at its confluence with the *Elbow*. Calgary is the trading centre of an immense stock-raising region, and the chief supply-station for the mining districts in the mountains. It is also an important station of the North-West Mounted Police and of the Hudson Bay Co. The population contains a large proportion of a good class of English settlers, and offers more of the refinements of life than most Western cities of so recent origin. A little to the S.W. of the town is the large *Reserve of the Sarcee Indians*.

The possibility of successfully raising horses, cattle, and sheep on the elevated plateau of which Calgary is the centre is largely due to the fact that the winter temperature is considerably higher than that of Manitoba and other points to the E. This is mainly owing to the influence of the warm *Chinook Wind* (resembling the Alpine *Föhn*), which blows down from the mountains. 'The bunch-grass' of the prairie cures itself as it stands and forms excellent forage in winter.

'The prevailing winds (on the Pacific Coast) are from the West and in striking the coast range they are deflected upwards; the expansion of the air resulting from the decrease of atmospheric pressure causes a diminution of temperature. As soon as the point of saturation or dew point is reached, the moisture is precipitated in the form of rain. After passing over the coast range, the air comes down into the slightly lower region around Kamloops, and, being heated by the compression consequent upon increased atmospheric pressure, it is much above dew point, so that it is always dry. Pursuing its course eastwards, it soon strikes the western slope of the Selkirks, the highest range of the Rocky Mountains; the air is again forced upwards; and on coming to the altitude of the summit of the coast range, dew point is reached and rain precipitated. It continues to fall as long as the air ascends, that is until it has passed over the summit. This explains why there is more rain on the western than on the eastern sides of the Coast and Selkirk ranges. Still proceeding eastwards the wind passes the summit of the Rocky Mountains, the air descends into the plains of the North-West Territories and is heated by the compression due to greater atmospheric pressure, but having previously absorbed the latent heat given up by the moisture which fell as rain on the Coast range and the Selkirks, it is now at a much higher temperature than it was when at the same altitude on the western side of the mountains; it is also much above dew point. This is the explanation of the dry climate of the western plains and of the paradoxical Chinook winds, which appear as if warmed by passing over numberless fields of snow and ice' (*E. Deville*).

FROM CALGARY TO EDMONTON, 192 M., *Can. Pac. Railway* in 11 hrs. (fare \$9.70). — This line runs nearly due N. from Calgary into the valley of the *North Saskatchewan*. A view of the peaks of the National Park (p. 208) is obtained to the left as we leave Calgary. 20 M. *Airdrie*; 48 M. *Didsbury*; 58 M. *Olds*; 67 M. *Bowden*, on a small lake. Farther on we descend the valley of the *Red Deer River* (left), crossing it near (99 M.) *Red Deer Station*. Beyond (130 M.) *Ponoka*, to the W. of which is the *Reserve of the Sharp Head Indians*, we cross the *Battle River* and traverse the reserve of the *Sampson, Ermine Skin*, and *Bob-Tail Indians*. To the left rise the *Bear Hills*. 152 M. *Wetaskiwin*; 174 M. *Leduc*. We then cross the *Papas Chase Indian Reserve*. — 192 M. *Edmonton (Hotel)*, a thriving little settlement on the N. bank of the *North Saskatchewan*, is the centre of a prosperous farming district and an important focus of the fur-trade. On a bold bluff above the town stands

a picturesque stockaded *Fort* of the Hudson Bay Co. The *District of Edmonton* contained 6875 inhab. in 1891. Alluvial gold, with platinum, is found at intervals along the North Saskatchewan and its tributaries between Edmonton and the base of the Rocky Mts.; and coal also exists to a considerable extent in the valley to a point at least 50 M. above Edmonton. — To the E. of Edmonton rise the *Beaver Hills*, beyond which (25-30 M. distant) lies *Beaver Hills Lake*, a beautiful sheet of water, 12 M. long and 6 M. wide, haunted by numerous water-fowl. The land in the vicinity is well suited for farming and is being rapidly settled.

From Edmonton a road leads to the N. for about 100 M. to a landing of the H. B. Co. on the *Athabasca River*. From this point navigation is kept up in summer, by flat-bottomed river-steamers of the H. B. Co., all the way to the *Arctic Ocean*, viâ the *Athabasca*, *Athabasca Lake* (185 M. long), the *Great Slave River*, the *Great Slave Lake* (340 M. long), and the *Mackenzie River* (1300 M. long). For about 80 M. above *Fort McMurray*, at the mouth of the *Clearwater*, the *Athabasca* is full of rapids and is navigated only by large boats, with portages. There is also a portage of 12 M. near *Fort Smith*, on the *Great Slave River*. The northernmost occupied post is *Fort McPherson*, on the *Mackenzie River*, about 80 M. from its mouth. This '*Great Lone Land*' is, of course, seldom visited except by fur-traders; but there are trading-posts and mission-stations along the whole route just indicated, and the adventurous traveller, if supported by the good-will of the H. B. Co., would find few real hardships in making the whole or part of the trip. Close connection cannot be counted on; and without special arrangements the trip might consume most of a summer. Much of the region is quite suitable for agricultural settlement and may some day support a considerable population. — *Athabasca Landing* is also the starting-point of the route to *Little Slave Lake* and the *Peace River District*.

Those who think of making either of the above excursions should consult the excellent 'Report on the Peace River and Tributaries in 1891', by *William Ogilvie*, published in the annual report of the Department of the Interior for 1892. Mr. Ogilvie gives the distances from *Fort Smith* onwards as follow: to *Fort Resolution*, on the *Great Slave Lake*, 190½ M.; thence to *Fort Providence*, 167 M.; thence to *Fort Simpson*, on the *Mackenzie River*, at the mouth of the *Liard*, 157½ M.; thence to *Fort Wrigley*, 134 M.; thence to *Fort Norman*, 180½ M.; thence to *Fort Good Hope*, 169½ M.; thence to *Fort McPherson*, 274½ M. (in all 1273½ M.). — Comp. the report of *Dr. G. M. Dawson* (Geol. Surv. Can., 1878-9) and the 'Report on an Exploration of the Yukon and Mackenzie Basins', by *Mr. R. G. McConnell* (Geol. Surv. Can., 1891). These contain the best detailed maps.

"It may be of general interest to the public to state how easily any one who is desirous of doing so can get beyond the Arctic Circle or into the Arctic Ocean if so minded. We will presume we are in Ottawa, and wish to visit the land of the midnight sun. Four days from Ottawa viâ the Canadian Pacific Railway we arrive at Calgary, one day from Calgary we arrive at Edmonton viâ the Calgary and Edmonton Railway. From Edmonton three to four days will be required to reach Athabasca Landing; this part of the route (about one hundred miles) has to be made with the aid of horses. By timing ourselves to reach Athabasca Landing about the first days of June, we will likely catch the steamer '*Athabasca*' at the Landing, and go down to Grand Rapids on her. From Grand Rapids it will take us three or four days to reach McMurray, and if we are fortunate enough to catch the steamer '*Grahame*' there, we will reach Chipewyan in a day. Another day will take us to Smith's Landing, and another to Smith; if we are fortunate at Smith's Landing we can get to Smith the same evening. If we meet the steamer '*Wrigley*' at Smith, and she is bound for McPherson, for which she generally starts about the last days in June or the first days in July, we will likely reach McPherson in seven or eight days. The steamer has not heretofore gone farther down than the delta, but it is possible she may in the future go down to the Arctic coast and along it a short distance.

From the foregoing we see that even with the present facilities we

can reach the Arctic Ocean from Ottawa in about twenty-three days, let us say to cover possible contingencies thirty days, and return in about forty. On the way we will pass through about 1200 miles of beautiful prairie country, which extends almost to Athabasca Landing; and from Athabasca Landing to the Arctic Ocean, upwards of 1800 miles, we have only ordinary river navigation, with the exception of a few miles on Lake Athabasca, and about 120 on Great Slave Lake. During the whole of the journey we are likely to experience as pleasant weather as if we had remained in Ottawa, and it may be pleasanter. We are likely to see much that will interest and surprise us, and we will certainly have a much clearer conception of the extent and value of our country. All the way to the Arctic coast we will see timber and plants similar to much we see here, and were it not for the absence of many of our trees, and the increased duration of daylight (which we will likely find at the coast to be of twenty-four hours duration each day) we would hardly realize that we had travelled upwards of 4000 miles from Ottawa, and been more than 1600 north of it. I cannot specify the cost of such a trip, but would place the maximum at about \$500. It is well to bear in mind that north of Edmonton the steamers have no regular date of sailing, their movements being governed by the Hudson's Bay Company's needs, and transport facilities over the other parts of the route, and it is possible that we might not even be able to make our way to the Arctic on the steamer; but there would be no great difficulty in completing our journey with such aid as the Hudson's Bay Company could place at our disposal, in which case our journey would partake more of the primitive style of travelling and be a more satisfactory experience to ourselves" (*Ogilvie*).

The haunt of the wood buffalo (*Bison Americanus*), which is now, however, extremely scarce, lies to the N. and W. of the Athabasca River, extending across the Peace River to the Liard. The musk ox (*Ovibos moschatus*) and many caribou inhabit the 'Barren Grounds' to the N. of the Great Lake and E. of the Mackenzie. All these animals are, of course, out of season in summer, and the sportsman requires to stay in the district till late in autumn, when it is very difficult to return to civilisation before the next spring. — The *Mackenzie River Museum*, organized at Fort Simpson by the H. B. Co.'s officers, contains an interesting collection of animals, fossils, etc., found in the country.

FROM CALGARY TO FORT MACLEOD, 105 M., *Can. Pac. Railway* in 5 hrs. (fare \$ 5.25). — This line runs to the S., into the ranching district mentioned at p. 203. We cross numerous small rivers, upon many of which stand small stations. 40 M. *High River*. To the right rise the *Porcupine Hills*, backed by the *Livingstone Range*. — 105 M. *Fort Macleod* is the centre of a farming district with about 7000 inhab. and lies on the *Old Man River*, a tributary of the *Belly*. A railway is to be constructed hence to (25 M.) *Lethbridge* (p. 203).

Beyond Calgary the train ascends rapidly among the green foot-hills and river 'benches' at the base of the Rocky Mts., following the winding course of the Bow and crossing it at (849 M.) *Keith* (3525 ft.). Large horse, cattle, and sheep ranches are passed. Beyond (863 M.) *Cochrane* (3700 ft.) are some coal-pits. Fine view of the snow-capped Rockies, rising above the foot-hills (left). 873 M. *Radnor* (3800 ft.); 882 M. *Morley* (4000 ft.). We traverse the *Stony Indian Reservation*. — Near (894 M.) *Kananaskis* (4100 ft.), with its saw-mills, we cross the river of that name, just above its confluence with the Bow. About $1\frac{1}{2}$ M. above the junction the Bow forms the beautiful **Kananaskis Falls*, 40 ft. high (not visible from the train).

Beyond Kananaskis the mountains close in on either hand and form an apparently impenetrable barrier. We pass the small *Lac des Arcs* (l.) and enter the **Bow River Gap*, enclosed by the *Fairholme*

Mts., culminating in *Grotto Mt.* (8840 ft.; trail to top; *View), on the right, and *Pigeon Mt.* (7815 ft.), on the left. This fine gateway to the Rocky Mts. leaves barely room for the river and railway to pass side by side. At its E. end is (902 M.) *Gap Station* (4200 ft.). A magnificent *View is obtained to the left of *Wind Mt.* (10,400 ft.). and the striking triple peaks of the *Three Sisters* (height 9705 ft.).

'A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery.' — *Annotated Time-Table of Can. Pac. Ry.*

On emerging from the Gap, the train turns to the right (N.). As we near (907 M.) *Canmore* (4230 ft.; Pullman, Canmore, \$ 2), a divisional station, where an Observation Car is attached to the train in summer, we have a splendid profile view (1.) of the Three Sisters (see above). On a hill behind the station stands a group of red conglomerate rocks, weather-worn into fantastic shapes. Good fishing and shooting are obtained near Canmore, and coal is now being raised in its vicinity to the extent of 300 tons a day. — To the left, beyond the Three Sisters, rises the long many-peaked *Mt. Rundle* (p. 208), and through the deep notch between them runs the *White Man Pass Trail* to the *Kootenay* (p. 218). To the left flows the beautifully tinted Bow. About 5 M. beyond Canmore we enter the *Rocky Mts. Park* (p. 208). To the right rises *Mt. Peechee* (9580 ft.); ahead of us, apparently blocking farther passage, towers the superb *Cascade Mt.* (p. 208). We cross the Bow twice, but beyond (915 M.) *Duthil* (4275 ft.) we diverge to the right along its tributary the *Cascade*, which we also cross twice before reaching (917½ M.) *Anthracite* (4350 ft.), so named from the seams of excellent anthracite coal worked here. The line now turns to the right, quits the Cascade, and returns to the Bow.

922 M. **Banff.** — **Banff Springs Hotel*, finely situated on a bluff above the confluence of the Bow and the Spray, 1½ M. from the railway-station, with hot sulphur baths, open-air swimming baths, tennis court, and bowling alley; good cuisine and attendance; \$ 3½-4. — *Grand View Hotel*, *Beattie's Hotel*, at the Hot Springs, unpretending; *Sanitarium*, near the Middle Spring.

Omnibus from the railway-station to Banff Springs Hotel 50c. — *Carriage* for 1 pers. \$1 for first hr., 50c. for each addit. hr.; each addit. pers. 25c. per hr.; seat in carriage to the Devils Lake and back \$ 2. — *Saddle-*

Horse, 75 c. for first hr., 50 c. for each addit. hr., \$2 per half-day, \$3 per day (10 hrs.). — Among the best *Guides* for mountain excursions are *W. J. Astley* (see p. 212) and *T. Wilson*.

Banff (4500 ft.), a village with about 250 inhab., splendidly situated in the valley of the Bow, among the giants of the Rocky Mts., is the station for the *Rocky Mts. Park of Canada* (see below) and one of the most charming summer-resorts on the American continent. The village lies a little to the S. of the railway-station. Immediately to the N. rises *Stony Squaw Mt.* (6130 ft.), to the right of which frowns the massive *Cascade Mt.* (9796 ft.). To the E. are *Mt. Inglismaldie* (p. 210) and *Peechee's Mt.* (p. 211). The low isolated elevation in the S.E. foreground is *Tunnel Mt.* (p. 209), to the S. of which tower the peaks of *Mt. Rundle* (p. 211). To the right of the last, on the other side of the *Spray*, are the *Sulphur Mts.* (7400-8000 ft.), beyond which protrudes the N. end of the *Bourgeau Mts.* (8900-9480 ft.); while to the W. we look up the Bow Valley to *Mt. Massive* (p. 211) and other summits of the main range of the Rocky Mts. — The traveller is strongly advised to halt at Banff for at least a day or two.

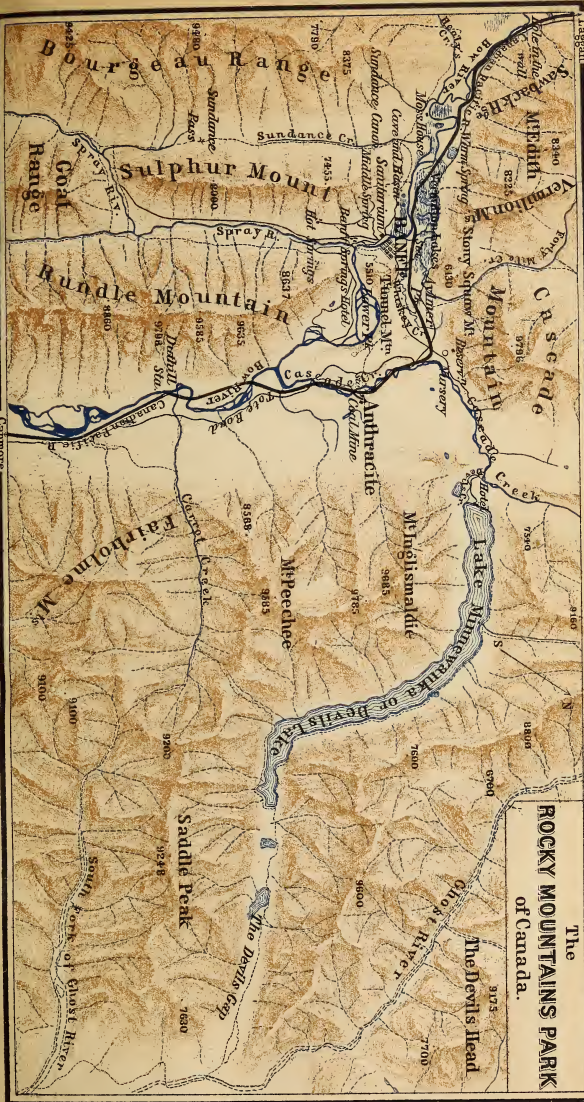
The ***Rocky Mountains Park of Canada*, set apart by the Dominion Government as a national reservation and pleasure-ground, is a rectangle 26 M. long and 10 M. wide, almost rivalling the Yosemite Valley for the grandeur and variety of the scenery packed into so limited a space. It includes half-a-dozen subsidiary ranges of the Rocky Mts., attaining a height of 8000-10,000 ft., a beautiful lake, and a series of hot sulphur springs. Numerous excellent roads and paths, the number of which is being steadily added to, afford convenient facilities for driving, riding, and walking, while the fisherman will find excellent opportunities for his craft in the lakes and streams (comp. p. lii). Shooting is not allowed within the Park limits; but Banff forms a good centre for the pursuit of the big game in the neighbouring mountains, including bear, elk, caribou, deer, wild goats (*Aplocerus montanus*), and bighorn sheep (guides on application to the Superintendent). The temperature in summer seldom exceeds 80° Fahr., and the air is pure and bracing. Boating (incl. steam-launches and canoes) may be enjoyed on the Bow River, above the bridge, and on Devils Lake. July and August are, perhaps, the best months for a visit. The Park is under the charge of a Superintendent appointed by Government (*Mr. George A. Stewart*; office in the village); and the Park Regulations (in regard to game, etc.), to which strict obedience is enforced, may be seen at any of the hotels. Camping permits (\$1 per tent) may be obtained from the Superintendent. No bar-room or saloon is permitted in the Park.

The natural centre of visitors is the *Banff Springs Hotel* (p. 207), which stands on a bold bluff, overlooking the confluence of the Bow and the *Spray*, about 1½ M. to the S. of the station; and this is taken as the starting-point of the various excursions described below. To the E. rise the striking and curiously-shaped peaks of *Mt. Rundle* (p. 211). The hotel commands a fine general view of the Park.

The summer-house at the N.E. corner of the hotel affords a charming *View of the confluence of the blue Bow and the rapid-rushing *Spray*, almost immediately below us. Just before the confluence the Bow forms a series of foaming white **Falls* or *Cataracts*, to obtain a nearer view of which we descend to the road skirting the river-bank and ascend the path leading to the top of a bluff overhanging the upper part of the falls. We should then follow the road

Laagan

The
ROCKY MOUNTAINS PARK
of Canada.



0 1 2 3 4 5 Statute Miles. 0 1 2 3 4 5 6 7 8 9 10 Kilom.

to the S. to the bridge which spans the Spray, just before it joins its larger brother. Beyond the bridge the road ('Aspen Avenue') leads down the valley of the Bow for about 8 M., between the perpendicular walls of *Tunnel Mt.* (see below) on the left and *Mt. Rundle* (p. 241) on the right. The meadows over which we pass are carpeted with the vivid red painter's brush, white and yellow marguerites, asters, fireweed, golden rod, blue bells, and innumerable other wild flowers, varying according to the season.

To reach the **Hot Springs** we either follow the roundabout carriage-road (ca. $2\frac{1}{2}$ M.; see Map) or take the direct foot-path through the wood. The latter begins at the foot of the last rise of the hotel-road, just on this side of the water-pipe, which it crosses, and is at first quite distinct. In a few minutes we see a water-tank (r.) and soon cross the water-pipe again. Beyond this the path is rough and rather indistinct, but follows the general direction of the pipe. About $\frac{1}{2}$ hr. from the road the pipe bends at right angles and runs up the hill; we, however, go straight forward and in about 5 min. more reach the road in front of the Hot Springs Hotel. The springs rise close by, on the slope of the *Sulphur Mts.* (p. 208), and have a temperature of about 110° Fahr. The water contains sulphate of lime, soda, and magnesia, resembling that of Hot Springs, Arkansas (see *Baedeker's United States*), and is efficacious in rheumatism, affections of the skin and blood, etc. It is used both internally and externally. See also below and p. 207.

The ascent of ***Tunnel Mt.** (5510 ft.; there and back 2-3 hrs.) is one of the favourite short excursions, for the sake of the view. An excellent bridle-path leads to the top, and a carriage-road has been constructed about two-thirds of the way up (horse \$2). We follow the main road leading towards the village and cross ($\frac{3}{4}$ M.) the bridge over the Bow; a few minutes farther on the road (sign-post) leads to the right. The bridle-path diverges from the main road a little beyond this point, and walkers or riders may use the one in going and the other in returning. The path at the top leads also to the N. bluff of the mountain. On the S. and E. the mountain descends precipitously to the valley.

The ****VIEW** from the top is grand. The National Park is, perhaps, seen to the greatest advantage from this point, as many of the beauties of the valleys are lost from the higher mountains. Among the conspicuous points are the village; the railway-station; the Vermilion Lakes (p. 240), near the station; the Sanitarium; the Banff Springs Hotel; the houses at the Cave and Basin (see below); the Hot Springs; the bridge over the Bow; the winding green Bow, on both sides; the Cascade River (but not its confluence with the Bow); the Spray, and its junction with the Bow; Cascade Mt. and the Squaw (N.); Mts. Inglismaldie and Peechee (E.); the sloping peaks of Mt. Rundle (S.); the heavily-timbered Sulphur Mts. and the Goat Range (W.; concealing Bourgeau Range); and Mt. Massive (N.W.).

The hot springs known as the *Cave* and the *Basin* form the object of another short excursion. We proceed as above to the ($\frac{3}{4}$ M.) bridge over the Bow, but turn to the left without crossing it, beyond the *Sanitarium* (l.; p. 207), and follow the road (sign-post) leading

to (1 M.) the group of houses adjoining the Cave and Basin, at the N. end of the Sulphur Mts. (comp. Map). The ***Cave** is a sulphurous spring rising within a calcareous grotto, and the ***Basin** or **Pool** is an open-air spring of the same character close by. Both are admirable bathing-places (temp. 90-95°) and are approached through cottages containing bathing-rooms (fee 25 c., incl. dress and towels).

The so-called Cave is not a subterranean formation at all, but really the cone of a now quiescent geyser, similar to those in the Yellowstone Park (see *Baedeker's United States*). It was discovered by an orifice at the top of the mound in which the spring occurs (which may be seen by climbing up the outside), and the present lateral passage leading into it is artificial. The atmosphere within the Cave is full of slightly sulphurous steam or vapour, and the Basin, on a fine day, affords, perhaps, the more attractive bathing-place of the two. The depth of each is 5-6 ft.

Beyond the Basin we may follow the road for 1½ M. more to the entrance (l.) of the fine ***Sundance Cañon**, where the stream descends in a series of cascades through a romantic rocky gorge with sides 200 ft. high (path in progress).

The road running to the S. from the Sanitarium leads to the so-called *Middle Spring*.

The favourite drive in the Rocky Mts. Park is that to the ***Devils Lake**, a distance of 9 M. (fare, see p. 207). The road crosses the bridge, traverses the village, and then runs to the right (N.E.), following the course of the *Whiskey Creek*. About 4 M. from the hotel it crosses the railway and traverses the plain at the base of *Cascade Mt.* (l.), with the waterfall which gives it its name. To the right flows the *Cascade River*. In about 4 M. more we turn again to the right (S.E.), cross the *Cascade River* and the *Devils Creek*, and soon reach (1 M.) the W. extremity of the lake, where there are two small inns and a flotilla of steam-launches and boats to let. One of the inns contains a small museum of local curiosities. The views on this drive are very fine. — The ***Devils Lake**, or *Lake Minnewanka* (4800 ft. above the sea), lies in a narrow trough-like valley between the *Fairholme Range* (Inglismaldie, Peechee, etc.) on the W. and the *Palliser Mts.* on the E., and is about 11 M. long, with an average width of ½-1 M. Its greatest depth is about 300 ft. The W. end is enclosed between a precipitous unnamed mountain (7940 ft.) on the left and *Mt. Inglismaldie* (9685 ft.) on the right. To the E. of the lake the valley, here containing two ponds, is known as the *Devils Gap* and lies between the *Devils Head* on the left and *Saddle Mt.* on the E. About 6 M. beyond the lake is the *Ghost River*, which joins the Bow near Morley (p. 206). The Devils Lake is a favourite fishing-ground, containing a variety of trout (*Salvelinus namaycush*), which sometimes attains a weight of 30 lbs. and is caught by trawling.

Among other pleasant excursions within the limits of the National Park are the drive to (4½ M.) *Anthracite* (p. 207) by the extension of the carriage-road over the flank of *Tunnel Mt.* (p. 209); a row on the *Bow River* (boats near bridge); a canoe trip from the Bow up the *Forty Mile Creek* and below the railway-bridge to the **Vermilion Lakes* (see Map), where an excellent view is obtained of *Mt. Massive*, *Pilot Mt.*, and adjoining peaks; and a walk through the valley of the *Spray*.

MOUNTAIN ASCENTS. *Sulphur Mt.* (8020 ft.) is easily ascended from the Hot Spring in 5-6 hrs. (fair view). — *Mt. Rundle* (so named after a missionary to the Crees and Assiniboines) or the *Peaks* (S. peak, 9798 ft.; central peak, 9585 ft.; N. peak, 9635 ft.) may be ascended by mountaineers in one long day (there and back; guide desirable; view). — The ascent of *Cascade Mt.* (9796 ft.) requires at least 2 days (guide; view). — *Mt. Inghismaldie* (9685 ft.) and *Peechee Mt.* (9583 ft.) do not repay the toil of an ascent. — The mountain-climber will find numerous other foemen worthy of his steel in the other ranges either in or closely adjoining the Park.

PASSES. Two passes lead from the *Spray Valley* into the *Kootenay Region* (p. 218), one passing between the *Goat Range* and *Mt. Rundle*, the other between the *Goat Range* and the *Bourgeau Mts.* — A pass leads through the *Devils Gap* and along the *Ghost River* (see p. 210) to *Morley* (p. 206).

44. From Banff to Vancouver.

560 M. CANADIAN PACIFIC RAILWAY in 27 hrs. (fare \$28.95; sleeper \$6). Through-trains and fares from *Halifax* and *Montreal*, see p. 187.

This section of the Canadian Pacific Railway has probably grander and more varied scenery to show than any equal length of railway in the world. There is not a dull or uninteresting minute all the way from Banff to Vancouver, while the daily service of trains in each direction is so arranged as to pass the least beautiful part at night. In the long days of summer, however, the early riser need not miss very much. In the season the wild flowers add greatly to the attractions. Observation cars are attached to the trains. The traveller is strongly recommended to break this journey by stopping at least one night at *Glacier* (p. 214) and one at *Field* (p. 212).

Banff, see p. 207. The train runs at first towards the W., with the winding *Bow* to the left and the *Vermilion Lakes* (p. 210) to the right. Fine retrospects. Ahead rise *Mt. Massive* and the other mountains enclosing *Simpson's Pass*. We then turn to the right, and the ledge of *Pilot Mt.* (9130 ft.) becomes conspicuous in front (left). To the right is *Hole-in-the-Wall Mt.* (7500 ft.), showing an enormous cave roofed by a perfect arch. At (6 M.) *Cascade* (4475 ft.) we quit the Rocky Mts. Park and obtain a fine view of *Castle Mt.* (see below) on the right front. 17 M. *Castle Mountain Station* (4570 ft.), a half-deserted mining settlement, lies at the foot of *Castle Mt.* (8850 ft.), which towers to the right. To the left we now obtain, where openings in the woods allow, fine views of the grand *Bow Range*, including *Pilot Mt.* (see above), *Copper Mt.* (8500 ft.; these two behind us), *Mt. Temple* (beyond the gap of the *Vermilion Pass*), and the imposing peak of **Mt. Lefroy* (11,660 ft.). Near (24 M.) *Eldon* (4720 ft.) the whole range is in sight. To the right, beyond *Castle Mt.*, are the *Slate Mts.*, a fore-post of the *Sawback Range*. 27 M. *Silver City*. — 34 M. *Laggan* (4930 ft.), finely situated at the foot of *Mt. Lefroy*. To the right opens the *Upper Valley of the Bow*, between *Mt. Hector* and *Goat Mt.* on the right and the *Waputche Mts.* to the left; and by looking up this gap, we see the first of the great glaciers visible from the railway, about 12 M. off and 1300 ft. above us.

Laggan is the station for a visit to the three *Lakes in the Clouds*, in the *Bow Valley*. A road (stage there and back \$2), and also a (shorter) bridle-path, lead to (2¾ M.) **Lake Louise* (5800 ft.), 2½ M. long and ¾ M. wide, magnificently situated at the base of the stupendous glacier-clad *Mt. Victoria*. There is a small *Chalet* (\$2½-3, meals 75 c.) on the bank, where fly-fishers and other visitors may obtain accommodation and

camping outfits. One of its striking beauties is the various tints of green it shows in different lights and from different points of view. A visit should be paid to the face of the stupendous **Glacier of Mt. Lefroy*, 3 M. from the chalet and 650 ft. above it. The greater part of the discharge of the glacier enters the lake under the debris of the moraine. A bridle-trail has been cut from the chalet round *Great Mt.*, on the left side of Lake Louise, to (6 M.) the base of Mt. Lefroy. From Lake Louise we may walk or ride (1 hr.) to *Mirror Lake* (so called from its wonderful reflections) or *Shadow Lake* (6400 ft.), and thence we may walk to *Agnes Lake* (ca. 6700 ft.; shelter-hut, rfmnts. in summer). These lakes lie on the side of *Mt. Whyte*, to the N.W. of Lake Louise. A fine cascade falls from Agnes Lake to Mirror Lake. The most prominent of the peaks round Agnes Lake are the *Beehive* and the *Devil's Thumb*, a spur of Mt. Whyte. All three lakes are often visited from Banff (p. 207). Lake Louise abounds in small trout, but there are no fish in the other lakes. Full information may be obtained from W. J. Astley, Laggan.

At Laggan we cross and leave the Bow and ascend to the left along a tributary named *Noore's Creek*. The train pants slowly up the steep incline, aided by an extra engine in the rear. The summit, marked by a rustic arch inscribed 'The Great Divide' and by a small lake (both to the left), is reached at (41 M.) *Stephen* (5295 ft.). We here enter *British Columbia* (see p. 227). We then at once begin the abrupt descent, passing (43 M.) *Hector* (5190 ft.) and the *Wapta Lake*, just beyond which, to the right, at right angles to the line, is a long, sharp, brown ridge, which the railway men very appropriately call the *Broadaxe*.

To the left, at Hector, tumbles down the well-named *Cataract Stream*, about 10 min. up which is a curiously perched boulder, forming a sort of loophole through which part of the stream foams.

The wild and beautiful **Kicking-Horse* or *Hector Pass*, which we now enter, is traversed by the white and foaming *Wapta* or *Kicking-Horse*, dashing far below us to the right, while to the left tower the rocky walls of the *Cathedral* (10,285 ft.) and **Mt. Stephen* (10,425 ft.; named after the first President of the C.P.R.), the latter one of the noblest summits in the Rocky Mts. To the right opens a magnificent **View* of the N. branch of the Wapta, with a huge glacier, 9 M. long, amid the mountains to its left (W.). [A pack-trail leads through this wonderful valley to *Howse Pass*.] As we proceed, a fine green glacier, 500 ft. thick, is seen to the left, high up on the shoulder of Mt. Stephen. The works of a silver mine are also seen on the side of Mt. Stephen, several hundred feet above us. We pass through a short tunnel. The gradient between Stephen and Field is so steep (1:22), that three large and powerful locomotives are sometimes required to take an ordinary passenger train up the incline.

51 M. *Field* (4050 ft.; **Mt. Stephen House*, \$3, meals 75 c.), a tiny hamlet on the left bank of the Wapta, closely hemmed in by lofty and imposing mountains. On the one side is Mt. Stephen (see above), on the other rises the massive *Mt. Field* (8555 ft.). Looking down the pass, towards the S.W., we see the *Van Horne Range* to the right and the *Ottertail Mts.* to the left. The little hotel is well kept, and good fly-fishing may be had in the neighbourhood.

Mt. Stephen (10,425 ft.) may be ascended from Field in one long day, but it is better to take two days for it, camping for the night at the timber line. The *View is superb, with the Selkirk Mts. (see below) to the S.W. and the immense snow-field marking the summit of the Rockies to the N. (across the North Fork Cañon). — *Mt. Carnarvon* (9350 ft.), one of the highest of the Van Horne Range (see below), also commands a splendid view. The ascents of these and other adjacent mountains are difficult and should not be attempted except by experts, and never alone.

Among the easier excursions from Field are the walks to the *Crystal Cave*, the **Natural Bridge* across the Kicking Horse, and (7 M.) *Emerald Lake* (trout-fishing; grouse and partridge shooting).

The line continues to descend through the valley of the Wapta, crossing the *Ottertail* (*View). 58 M. *Ottertail* (3700 ft.). The most prominent summits of the Van Horne Mts. (r.) are *Mt. Deville* and *Mt. King*. To the left are the *Ottertail Mts.*, culminating in the glacier-scarred *Mt. Vaux* (10,340 ft.). Fine retrospects. At (64 M.) *Leancoil* (3750 ft.), near the junction of the *Beaverfoot* with the Wapta, the line turns abruptly to the right (N.) round *Mt. Hunter*, and descends the **Lower Cañon of the Wapta*, which also turns to the N. To the S. extends the *Beaverfoot Range*. The train passes repeatedly back and forward over the whirling torrent and at places breaks through the angles of the lofty hemming cliffs by short tunnels. The finest part of this wonderful echoing cañon is the lower end, near the mining town of (85 M.) *Golden* (2250 ft.; *Kootenay Ho.; Queen's*), with 600 inhab., situated at the point where the Wapta enters the broad *Columbia River*.

Steamers ascend from Golden to (200 M.) the headwaters of the *Columbia*, whence roads and trails lead into the *Kootenay District* (p. 218). Gold and silver are mined at Golden and at several points farther up the river. Good shooting may be enjoyed in autumn.

Our line turns abruptly to the right (N.) and descends the open valley of the *Columbia*, here dividing the *Rocky Mts.*, on the right, from the **Selkirk Mts.*, which now rise in all their grandeur to the left. The light-green stripes mark the paths of avalanches (comp. p. 230). 91 M. *Moberley* (2540 ft.). Several saw-mills are passed.

102 M. *Donald* (2530 ft.; *Forrest Ho., Selkirk Ho., \$2; Rail. Hotel and Restaurant*), the terminus of the *Western Division* and the beginning of the *Pacific Division* of the railway, consists mainly of a group of railway offices and official residences. It is finely situated at the base of the *Dogtooth Mts.*, a spur of the *Selkirk Range*, and offers good headquarters for the sportsman. We change here from 'Mountain' to 'Pacific' time (1 hr. slower; comp. p. xiv).

Beyond Donald we cross the *Columbia* and thread a narrow rocky *Gorge, with the river flowing furiously to our right. Emerging from this ravine at (113 M.) *Beavermouth* (2500 ft.), we turn abruptly to the left (S.), quit the *Columbia*, pass through the **Beaver Gate*, and ascend rapidly on the left bank of the impetuous *Beaver Creek*. The hills on the opposite bank are clothed with timber, including gigantic spruces, cedars, and Douglas firs. At (119 M.) *Six-Mile Creek* (2900 ft.), at the bridge over the *Mountain Creek*, 2½ M. beyond,

and from a lofty bridge over a foaming cascade still farther on, we have good views of six or eight peaks of the Selkirk Range, dominated by the Matterhorn-like *Sir Donald* (p. 216). Numerous side-torrents are crossed, including the (126 M.) *Stony Creek*, spanned by a bridge 295 ft. high. At (128 M.) *Bear Creek* (3500 ft.) we leave the Beaver, here nearly 1000 ft. below us, and ascend to the right through the wooded gorge of the Bear Creek (gradient 1:45). Beyond this point the line is enclosed by the mighty walls of the *Hermit* or *Mt. Tupper* (9065 ft.), with its glaciers, on the right, and *Mt. Macdonald* (9940 ft.), on the left; but the snow-sheds are so continuous that only glimpses can be had of the fine scenery. 133 M. *Rogers Pass* (4275 ft.), named in honour of the American engineer who in 1883 discovered the only feasible pass across the Selkirks. The pass, with its wonderful mountain scenery, has been reserved as a National Park. At (135 M.) *Selkirk Summit* (4300 ft.) we reach the top of the pass and begin the descent on the other side, where an additional summer-track obviates the tantalizing loss of opportunities caused by the snow-sheds. To the right towers the vast pyramid of *Cheops*; to the left are *Mt. Avalanche* and *Summit Peak*; in front rises *Ross Peak*, with a large glacier on its E. slope. We now overlook the deep valley of the *Illecillewaet* ('ilysillywat'), into which the train descends over lofty trestles and through a series of wonderful loops and curves. The *Great Glacier of the Selkirks* (p. 215) comes into view on the left front.

137 M. *Glacier House* (4120 ft.), where a halt is made for dinner by the trains in each direction, is a well-kept hotel (\$3, meals 75c.), magnificently situated in the heart of the Selkirks, near the foot of the Great Glacier. Every traveller should spend at least one day here; and the lover of fine scenery, the mountain-climber, and the angler will all find strong inducements to prolong their stay. Immediately opposite the hotel is a pretty *Cascade*, descending from a height of about 2000 ft. through the trees on the lower part of *Eagle Peak*. To the right of this rises *Sir Donald* (see p. 216), while farther to the right is the Glacier. To the left, as we stand with our backs to the hotel, is *Mt. Cheops*, and to the right of this (to the left of Eagle Peak) is the fine *Hermit Range*. Behind the hotel is the heavily-timbered *Mt. Abbott*. *Ross Peak* (see above) is not visible.

The *Selkirk Range† occupies the region enclosed between the great loop of the *Columbia* and the *Kootenay River* and is composed of a complexity of minor ranges enclosing deep forest-clad valleys and rising to rugged peaks adorned by silvery white snow-fields and glaciers. The forests, owing to the greater moisture deposited on the Selkirk Range, are more luxuriant than those in the Rockies, and for a similar reason

† The following sketch of excursions among the Selkirk Mts. is by the *Rev. William Spotswood Green*, author of 'Among the Selkirk Glaciers' (1888), who in its preparation has consulted the accounts of more recent explorations, notably those of *Mr. H. W. Topham* and *Messrs. Huber and Sulzer*. Readers who understand German should also consult *Emil Huber's* 'Im Hochgebirg von Britisch-Columbia', reprinted from the proceedings of the Swiss Alpine Club (Berne; Stämpfli & Cie., 1891; with photographs).

the snow-fields and glaciers are more extensive. The scenery, consequently, is superb, and as the mountains are not of such stupendous magnitude as to preclude exploration by the ordinary tourist there are few regions in the world where the lover of the picturesque can make more delightful excursions. At the same time, there are peaks to be scaled and glaciers to be traversed which will call forth the best abilities of the mountaineer. The sportsman, if he has sufficient time at his disposal and an abundance of patience and perseverance, may get bears and wild goats. The artist and the botanist have a magnificent field to work in, and the climate is unsurpassed of its kind.

The great *Illecillewaet Glacier* will no doubt be the first object aimed at on arrival at Glacier House. About $1\frac{1}{2}$ - $\frac{3}{4}$ hr. will suffice for a walk along the well-made track from the hotel to the foot of the glacier (pony there and back 50c.). The path (sign-posts at doubtful points) leads to the right (S.) and crosses the stream from the *Asulkan Valley*. It then traverses the scene of an enormous avalanche, of the force of which a lively idea is obtained from the manner in which huge trees have been overthrown, tossed about, and piled up one upon another. Farther on we cross the glacier torrent, follow its right bank, and soon leave the shade of the forest. The path now forks. The branch to the right leads across the shingle flats to the lower end of the glacier, where the stream may be seen issuing from the ice-cave. Caution should be exercised here, as during the heat of the day stones detached by the melting of the ice often roll down the glacier and fall off at its lower end. In Switzerland several fatal accidents have occurred by persons having been struck by such stones. The form of the cave is constantly changing, owing to blocks of ice falling from its roof. It is, therefore, unsafe to enter a glacier-cave except one artificially made, as is sometimes done in the more solid portion of the glacier. — Returning to the point where the path forked we may make a prolonged excursion up the mountain side, above the glacier. The path ascends through alder scrub and banks rich in wild flowers, and commands fine **Views* of the glacier-filled valley. An afternoon may thus be spent, without much fatigue, in the midst of the grandest scenery. The circle of mountain peaks, which, with immense precipices, curtail the outlook from Glacier House, will attract deep interest. On the side of the Illecillewaet valley Mt. Cheops and the Hermit Range close in the view. On the S. side Mt. Avalanche, Eagle Peak, and Mt. Sir Donald, the monarch of the scene, rise in great magnificence. The white snow-field or névé of the Illecillewaet Glacier forms the sky-line to the E.; and the dark forests of the slopes on which the hotel is built fill up the picture.

A good bridge-trail has recently been constructed to the top of the timber line on *Eagle Peak* (9497 ft.) and to the foot of the final rocky cone. The top is reached from the Glacier House in 6 hrs. (return 3 hrs.) and commands a splendid **View*.

An easy and pleasant walk may be taken along the railway track to (2 M.) *Selkirk Summit* and (2 M.) *Rogers Pass*. The trestles are crossed by plank-walks and offer no difficulty. We may ascend to the roof of the long snow-shed just beyond the first trestle and follow it to the other end. The **Views* all the way are superb. — The walk down the track to see the **Loops* (see p. 217) is also recommended.

The following three excursions may be made in one day each by fairly good walkers leaving Glacier House after an early breakfast and returning in time for dinner.

1. **ASCENT OF MT. ABBOTT (PROSPECT).** No single excursion gives a recently arrived visitor such an intimate acquaintance with the district as this. The ascent commences immediately in the rear of the hotel and leads upward through dense forest, where delicious blue-berries abound, and then out on the open grass-covered slopes, gay with Alpine flowers. Above these slopes the mountain rises to a long rocky ridge in steep precipices, up which, however, there are several practicable lines of ascent. The easiest will be found by bearing away to the right. On striking the ridge it may be followed along to the S. The **View* from the top of *Mt. Abbott* (7804 ft.) is a complete panorama of the surrounding peaks, including Mt.

Bonney, rising from its glacier to the S. W., Sir Donald to the E., and the peaks of the Dawson Range, showing over the nearer glacier-clad ranges to the S. To the N. the deep ravine, 4000 ft. below the spectator, through which the Illecillewaet river winds along, completes the scene. In ascending or descending, the little tarn named *Marion Lake* should be visited. Its placid surface mirrors the forest and mountain-peaks to perfection.

2. GREAT SNOW-FIELD OF THE ILLECILLEWAET GLACIER. This expedition should not be undertaken by those quite unacquainted with the dangers of glacier travel unless under proper guidance. The ascent is made along the path leading to the glacier and continued up the steep moraine on the right bank of the ice-fall. As we approach the mountain-spur coming down from the direction of Sir Donald some few steps may have to be cut if the snow is not in good order for walking, but in 4-5 hrs. from the hotel the upper snow is reached at *Perley Rock*, and by avoiding the crevasses which exist we may cross its undulating surface and from any of the small eminences which bound it on the E. obtain a magnificent *View of the *Dawson Range* and the *Prairie Hills* beyond *Beaver Creek*. Ample time should be allowed for the return-journey, as the snow-slopes may require more care in the afternoon than in the morning, and it would not do to get benighted amongst the boulders of the moraine.

3. THE ASULKAN PASS. The valley leading to this pass is one of the gems of the district and is reached by a good path from the inn. The path, after traversing a forest-clad ravine and crossing the river more than once, enters a wide amphitheatre, where grassy levels, sombre forests, and precipices down which innumerable sparkling cascades plunge from the snow-slopes and glaciers above, combine to form a perfect fairy-land of beauty. At the upper end of the valley the track climbs a steep mountain spur, and leaving the forest the traveller is confronted by the high moraine of the *Asulkan Glacier. Marmots abound, and their shrill cries of alarm may be heard on all sides. Flowers such as the bright red *Castelia Miniata* give brilliance to the scant vegetation, which disappears altogether ere the ice is reached. The glacier must now be crossed, dangerous crevasses avoided, and the ascent continued to the *Asulkan Pass (7794 ft.). The *Dawson Range*, with *Mts. Fox* and *Donkin* as outliers, is immediately in front. The *Geikie Glacier*, the main source of a large river (probably the *Lardo*), fills the deep ravine below. Mountain goats may be met with on the slopes on the S. side of the pass. To advance farther than this point will involve an immediate descent of near 3000 ft. to the glacier, and as this cannot be accomplished in the day, the return-journey must be commenced. It will probably take an hour less than the outward journey, so that 10-12 hrs. is ample time for the whole of the expedition.

The higher mountain peaks of this range must be attempted only by those who have had considerable experience in mountain-climbing.

MT. SIR DONALD. On July 26th, 1890, the first ascent of *Mt. Sir Donald (10,662 ft.) was accomplished by *Messrs. Huber and Sulzer*, of the Swiss Alpine Club, accompanied by a packer from Donald named *Cooper*. They started from a camp below the cliffs of the mountain facing Glacier House, and, ascending by the small glacier to the S. W. of the peak, crossed over to the S. E. ridge of the mountain, by which they reached the summit in 7 hrs. from their camp. The descent took much longer than the ascent, and they describe the expedition as one of great difficulty. Comp. account by Mr. Huber (see p. 214, note).

MT. BONNEY. This mountain was climbed for the first time on Aug. 9th, 1888, by the *Rev. Wm. S. Green* and the *Rev. Henry Swanzy*. After a preliminary reconnaissance on the 7th, the ascent was made from the valley opening at 'The Loop' by the first small glacier descending from the ridge connecting Mt. Bonney with Ross Peak. The chief difficulty in the ascent was climbing a sharp peak to the N.W. of the main summit, which had to be traversed ere the summit of Mt. Bonney (10,622 ft.) could be reached. From a camp near the head of the valley the ascent and descent occupied about 18 hrs., including an hour spent on the summit.

Mt. Purity and *Mt. Sugar Loaf* are the farthest peaks from Glacier

House, which have as yet been reached. They were ascended, as were also *Mrs. Deville*, *Fox*, and *Donkin*, by *Messrs. Topham* and *Forster* in 1890. This region was reached by following the *Prairie Hills* to the E. of *Beaver Creek* and striking into the main range far to the S.

A peak in the *Rogers Range* was also reached by the Swiss party named above, from the station at *Rogers Pass*, and was in their opinion of equal height with *Mt. Sir Donald*.

In any of these more extended expeditions just described the traveller should bring his tent, blankets, cooking-utensils, and main store of provisions from *Calgary* or some town farther to the E., or, if he is coming in the opposite direction, from *Vancouver*.

Besides the expeditions which may be made in the section of country through which the railway runs, other portions of the *Selkirk range* may be entered by ascending the *Columbia* by the steamer from *Golden* (see p. 213) and working up any of the valleys which drain towards the headwaters of the *Columbia* or *Kootenay*. For hunting-purposes these routes will probably be the best, but the difficulty in the way of reaching the higher portions of the range will be much greater, except in the *Spillimichene Valley* (p. 219), up which a bridle-trail now leads to a mine.

Continuing the descent from the *Glacier House*, we soon reach the **Loop*, 'where the line makes several startling turns and twists, first crossing a valley leading down from the *Ross Peak* glacier, touching for a moment on the base of *Ross Peak*, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching *Mt. Cheops*, on the other side of the *Illecillewaet*, crossing again to the left, and at last shooting down the valley parallel with its former course and along the base of *Cougar Peak*. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snow-shed, the summit range, near *Rogers Pass*, is yet visible, with *Sir Donald* overlooking all'. — The *Illecillewaet* is a slender mountain-torrent, foaming over its rocky bed, first on one side and then on the other. The water is at first a dull green from the glacial mud, but it becomes much clearer as it descends. Beyond (144 M.) *Ross Peak Siding* (3600 ft.) we reach a long tunnel-like snow-shed. At (153 M.) *Illecillewaet* (3595 ft.) are several silver-mines. About 5 M. farther on, the train halts for a few minutes at a small platform, to enable passengers to look down into the depths of the **Albert Cañon*, where the *Illecillewaet* boils and foams through a 'flume' 20 ft. wide and 300 ft. below the railway. At (159 M.) *Albert Cañon Station* (2845 ft.) an extra-engine is put on to push eastward-bound trains up the ascent. 169 M. *Twin Butte* takes its name from the huge double summit to the left, now named *Mt. Mackenzie* (7930 ft.) and *Mt. Tilley*. The line has here gained the level of the river. To the right towers the fine peak of *Clach-na-Cudden*, named after the famous 'stone of the tubs' at *Inverness* (see *Baedeker's Great Britain*). The valley contracts once more to a narrow gorge, through which there is barely room for the river and railway to pass side by side, and expands again as the *Illecillewaet* nears its end in the *Columbia*.

181 M. *Revelstoke* (1475 ft.; *Victoria*, \$2¹/₂-3; *Union*, \$1¹/₂-2;

Central, Columbia, \$1-1 $\frac{1}{2}$), a divisional station, lies on the left bank of the *Columbia*, which has made a wide circuit round the N. end of the *Selkirks*, and here rejoins the railway, 1050 ft. lower than at *Donald* (p. 213) and much wider. The town (pop. of district 1220), about $\frac{1}{2}$ M. from the station, carries on a considerable supply-trade with the mining districts of the *Columbia*, both to the N. and S. (comp. below), and has a large smelter.

A STEAMER, starting twice weekly, descends the *Columbia* from *Revelstoke* to (165 M.) *Robson* (fare \$5), which has steamer and railway communication with *Spokane* (see below). This forms a very pleasant side-trip, especially for the angler and sportsman, and with an adequate service of boats and trains might be made an excellent route from the *Canadian Rockies* to the *Yellowstone Park*. — As the steamer leaves *Revelstoke*, *Mt. Mackenzie* (p. 217) rises to the left and *Mt. Begbie* (see below) to the right. About 30 M. lower down the river expands into **Upper Arrow Lake* (1390 ft.), 40 M. long and about 3 M. wide. This is surrounded with forests, and at places its banks rise in perpendicular cliffs. At its foot lies *Nakusp*, whence a trail of 20 M. leads to *Slocan Lake* (boats), on the other side of which are the (8 M.; trail) *Slocan Mines*. — A river-stretch of 20 M. connects *Upper Arrow Lake* with **Lower Arrow Lake* (1380 ft.), a similar expansion, 55 M. long and 2 M. wide. From the foot of this lake the river runs, between mountains, to (15 M.) *Robson* (1375 ft.), at the mouth of the *Kootenay River*. Another steamer plies from *Robson* to *Little Dalles* (see below; fare from *Revelstoke* \$ 9), in *Washington*, 45 M. lower down.

THE COLUMBIA AND KOOTENAY RAILWAY leads from *Robson* along the N. bank of the *Kootenay* or *Kootanie River* to (28 M.) *Nelson*, a mining-town on the S. bank, with 1200 inhabitants. The railway affords a view of the splendid **Rapids of the Kootenay*, which form actual waterfalls about half-way between *Robson* and *Nelson*. Not far from the falls it passes *Slocan Station*, at the mouth of the *Slocan River*, whence a trail leads to (ca. 20 M.) the above-mentioned mines. Near *Nelson* are the *Silver King*, *Toad Mt.*, and other mines. From *Nelson*, which lies at the head of the rapids, steamers ascend the *Kootenay* to *Ainsworth*, *Hendryx*, *Kaslo*, and other points on **Kootenay Lake* (1730 ft.), an expansion of the river among the *Selkirk Mts.*, well stocked with sturgeon, land-locked salmon, trout, and char. The *Kootenay River* rises near the *Hector Pass* (p. 212), flows to the S. for about 200 M., then turns (about 40 M. beyond the *American frontier*), and flows N.W. to (100 M.) *Kootenay Lake*. The *Kootenay District*, which contained 3-4000 inhab. at the census of 1891, is a region of considerable promise for gold and silver mining, especially on the W. side of *Kootenay Lake*. The *Kootenay Indians*, belonging to the *Selish stock*, are favourable specimens of red men. Their canoes of pine-bark are of a unique shape, with long sharp cutwaters at each end. For the fishing, comp. p. lii.

Passes from the *Kootenay District* into the *Rocky Mts. Park*, see p. 211.

From *Nelson* the *NELSON & SHEPHERD RAILWAY* runs to (50 M.) *Northport*, whence the *SPOKANE & NORTHERN RAILWAY* runs to (4 M.) *Little Dalles*, on the *Columbia*, and on to (131 M.) *Spokane* (see *Baedeker's United States*).

Leaving *Revelstoke*, we now cross the *Columbia*, here about 300 yds. wide. *Mt. Begbie* (8835 ft.), rising to the left, is the loftiest summit of the **Gold or Columbia Range**, the third of the four great parallel mountain ranges in the *Cordillerean* section of *Canada*. The *Eagle Pass*, which we enter at once, affords an easy passage across this range, forming a striking contrast to the enormous difficulties that had to be overcome in crossing the *Rockies* and the *Selkirks*. The summit is reached at (190 M.) *Clanwilliam* (1995 ft.), only 520 ft. above *Revelstoke*. Four picturesque lakes, *Summit*, *Victor*, *Three Valleys*, and *Griffin* (1900 ft.), here occupy the floor

of the valley and force the railway to hew a path for itself out of the mountain-side. The valley is covered with a dense growth of spruce, hemlock, cedar, Douglas fir, and other large trees. From Griffin Lake issues the *Eagle River*, along which we now descend. At (209 M.) *Craigellachie* (1450 ft.) the last spike of the C. P. R. was driven on Nov. 7th, 1885, the rails from the E. and W. meeting here. We now cross an arm of *Shuswap Lake* and reach —

225 M. **Sicamous Junction** (1300 ft.; *Lake View*, well spoken of, \$2; *Railway Hotel*), a small town named from an Indian word meaning the 'Narrows'. It lies on the ***Great Shuswap Lake**, a singular body of water lying among the mountain-ridges like a huge octopus, sending off long narrow arms in all directions. The coastline exceeds 200 M. in length. Sicamous is the station for the *Spallumsheen District* (see below) and is one of the finest sporting centres in Canada, the objects of the chase including caribou and deer. The fishing is excellent. The Shuswap Indians occupy a reservation to the W. of the lake (see below).

FROM SICAMOUS TO OKANAGAN LANDING, 51 M., *Shuswap & Okanagan Railway* in 3 hrs. — This line runs to the S. up the *Spallumsheen* or *Spilimichene River*, traversing a district known, from its fertility, as the 'Garden of British Columbia.' It is occupied by farmers and ranchmen and also affords excellent deer-shooting. 46 M. *Vernon* (Kalemkala Ho.; Coldstream) is the chief distributing centre. The present terminus of the railway is at *Okanagan Landing*, at the head of *Okanagan Lake* (1200 ft.), a narrow sheet of water 70 M. long and about 3 M. wide. Steamers ply to various points on the lake. To the S. of the lake, beyond *Penticton*, are several mining-camps.

Beyond Sicamous the railway winds round various arms of Lake Shuswap, the scenery of which recalls the Scottish lochs. Beyond the *Salmon Arm* we leave the lake, to cross the intervening ridge of *Notch Hill* (1710 ft.), but regain it at (276 M.) *Shuswap*, on the so-called *Little Shuswap Lake*. From the W. end of the lake issues the *South Thompson River*, a wide and deep stream, the S. bank of which we skirt. The valley widens, and signs of settlement and cultivation reappear, forming a pleasant contrast to the mountain-wilds we have been traversing. The villages of the Shuswap Indians are on the farther bank (comp. above). 292 M. *Ducks*.

309 M. **Kamloops** (1500 ft.; *Dominion*; *Grand Pacific*; *Cosmopolitan*), a town of about 1500 inhab., is a railway divisional station, the centre of supply for an extensive mining and grazing district, and the seat of carriage-works, a soda-water factory, saw-mills, and a tannery. It derives its name, meaning 'confluence', from its position at the junction of the N. and S. branches of the Thompson. Opposite, in the angle formed by the two rivers, lies an Indian village, at the base of *Paul's Peak* (3570 ft.). Kamloops was founded by the H. B. Co.

Those who stop at Kamloops should visit *Dufferin Hill* (3200 ft.), $3\frac{1}{2}$ M. to the W., which commands a splendid *View. The summit may be reached on horseback, but drivers have several hundred feet to climb from the road.

A stage of the British Columbia Express Co. leaves Kamloops every Mon. for (60 M.) *Nicola Lake* (fare \$6), where it spends the night at *Nicola Village* (foot of lake), going on next day to (50 M.) *Spence's Bridge* (p. 221; through-fare \$11). This route, following the valleys of *Lake River* and *Nicola River*, discloses some fine scenery and affords an opportunity for those who wish to see something of the interior plateau country of British Columbia. The stage-route leads through a ranching and farming country. Deer, bear, grouse, and prairie chicken are plentiful near Nicola Lake.

From *Quilchenna*, on Nicola Lake, 7 M. to the E. of Nicola Village, a main trail leads to the S. to (ca. 50 M.) *Alison's* (*Vermilion Forks*), in the *Similkameen District* (guide and camping-outfit necessary). Indian guides may be obtained here for the *Ashtnoulou Mts.*, which have recently been visited by several parties in search of mountain sheep and deer. The Similkameen District may also be reached from Hope (p. 222).

Below Kamloops the Thompson widens into *Kamloops Lake* (1120 ft.), a hill-girt sheet of water 17 M. long and 1-2 M. wide. The railway skirts the S. bank, threading several short tunnels. — 334 M. *Savona*, at the lower end of the lake. At low water, from this point onwards, Chinamen and Indians may be seen along the Thompson and the Fraser, engaged in gold-washing. The railway between this point and Port Moody (p. 223) was built by the Dominion Government.

Beyond this point we continue to follow the Thompson River, which flows through a series of deep rocky **Cañons*, presenting some of the most striking scenery on the continent. The train runs along a ledge cut out on the left side of the valley, high above the river. The colouring and formation of the cliffs are most varied.

356 M. *Ashcroft* (1080 ft.; *Ashcroft Hotel*) is the entrepôt for the *Cariboo District* (see below) and the starting-point of the stages running into it.

The following detour is commended to the notice of those who wish to vary the monotony of railway travelling and do not fear a little fatigue or primitive living. Enquiries about the coaches should be made on the spot, as their times are liable to change from year to year. — From Ashcroft we take the stage (Mon., Wed., & Frid., fare \$5) for (32 M.) *Clinton* (Clinton Hotel), the seat of a Government Agent and a distributing point for the mining districts. Here we change coaches and proceed towards the S. (Wed.; through-fare \$7.50) to (47 M.) *Lillooet* (*Pioneer Hotel*), finely situated on the *Fraser River*, here crossed by a bridge. It lies in a good farming district, and its sporting possibilities include deer, bear, mountain goat and sheep, grouse, and ducks. The drive from Clinton to Lillooet is picturesque, crossing Pavilion Mt. and following the Fraser. From Lillooet a good bridle-path descends along the left bank of the Fraser to (ca. 45 M.) *Lytton* (p. 221), where we rejoin the railway.

The stage leaving Ashcroft on Mon. goes on from Clinton to *Lac La Hache* (100 M.; \$16), *One Hundred and Fifty Mile House* (135 M.; \$22½; 2 days), *Soda Creek* (165 M.; \$28), *Quesnelle* (225 M.; \$37; 3 days), and *Barkerville* (285 M.; \$42½; 4 days). The last, situated on *Williams Creek*, at the end of the Cariboo Road, is the seat of the Government Assay Office for the Cariboo or Upper Fraser Region, the scene of the great gold-mining excitement of 35 years ago. The scores of thousands of miners and their followers that then crowded into the Cariboo district have long since left it, but in 1891 it still contained a population of 5520 souls, partly engaged in farming and partly in gold-mining of a quieter and more scientific stamp. The value of the gold produced in 1892 was \$204,000. A coach leaves Ashcroft on Mon. for (62 M.) Lillooet direct, and on Wed. for Lillooet viâ Clinton.

At Ashcroft the river and railway turn to the S. (left). About 3 M. farther on we pass through the wild **Black Cañon*. — 382 M. *Spence's Bridge* (790 ft.), at the mouth of the *Nicola River*, takes its name from the bridge by which the old Cariboo waggon-road crosses the Thompson. A coach leaves here every Thurs. for Kamloops viâ the Nicola Valley (comp. p. 220). — Below (388 M.) *Drynoch* (700 ft.) we pass through the **Thompson Cañon*, perhaps the most wonderful part of the river. The *Coast* or *Cascade Mts.* now rise ahead of us.

At (404 M.) *Lytton* (675 ft.) the Thompson joins the *Fraser River*, its pure green stream long refusing to mix with the turbid yellow water of the latter.

The *Fraser*, the chief river of British Columbia, rises on the E. slope of the Rocky Mts., in about 53° N. lat., not far from the source of the Athabasca (p. 205). It flows at first towards the N.W., then turns sharply upon itself and runs nearly due S. for about 300 M., finally bending to the W., cutting through the S. part of the Coast Range, and entering the Strait of Georgia (p. 224) after a course of over 600 M. It was reached in 1793 by *Alex. Mackenzie*, who took it for part of the Columbia, but is named from *Simon Fraser*, of the N.W. Fur Co., who explored it to its mouth in 1808, in the face of enormous difficulties from natural causes and hostile Indians. Above Lillooet (p. 220) the river is navigable; and steamers ascend thence to the Cariboo District (p. 220).

The *Coast Range*, which we reach at the Fraser River, is often improperly regarded as a continuation of the Cascade Range of Oregon and Washington, from which it is both orographically and geologically distinct. It really begins almost exactly on the S. boundary of British Columbia and runs thence to the N.W. for 900 M., with an average width of 100 M. Many of its summits are 7-8000 ft. high, while some exceed 9000 ft. The rocks composing it are chiefly granite. Most of the range is densely wooded. The largest of its numerous glaciers are those descending to the sea on the Alaska coast (comp. p. 235).

We now descend the **Grand Cañon of the Fraser*, by which the river pierces the Coast Range (see above). The river is compressed into a narrow bed far below the railway and rushes with tremendous rapidity. The cliffs on either side rise for hundreds of feet. The line follows the E. bank for about 6 M., then crosses the gorge by a lofty cantilever bridge, and threads a tunnel. High up on the E. side of the river runs the old *Government Road to Cariboo* (p. 220), which, about 6 M. below (411 M.) *Cisco*, is 1000 ft. above the surface of the water. The cañon grows narrower and deeper as we proceed. Among the objects seen from the car-windows are Chinamen washing for gold, Indians spearing or fishing for salmon, bright red split-salmon drying on frames, Chinese cabins, and Indian villages with their beflagged graveyards. Lower down, the river contains large sturgeon as well as salmon. 420 M. *Keefer's*.

431 M. *North Bend* (425 ft.; **Fraser Cañon House*, \$3, meals 75 c.), a railway divisional point, where the train halts for supper (or breakfast), lies at a point where the walls of the cañon recede a little. The sportsman or angler will find comfortable quarters here. — About 4 M. farther on, at *Boston Bar*, with a deserted town on the E. bank, begins the wildest part of the cañon, the river rush-

ing tumultuously through its narrow rock-cribbed bed 200 ft. below the railway. Numerous short rock-tunnels are passed in rapid succession; and names like *Hellgate Rapids* and *Black Cañon* mark the character of the scenery. At (446 M.) *Spuzzum* the gorge is crossed by the graceful suspension-bridge of the old 'tote' road (see above), which now runs alongside the railway. It is in a very dilapidated condition and is hardly used except as an Indian trail. At the foot of the cañon, just beyond a longish tunnel, lies (457 M.) *Yale* (200 ft.; *Hotel*), an old trading-town, finely situated on a bench at the foot of the mountains, at the head of the navigation of the Lower Fraser. The valley now loses its cañon-like character, and the river becomes wider and more placid. To the left the silver-bearing *Hope Peaks* rise above the village of (471 M.) *Hope*, which lies on the E. bank of the river.

Excellent trout-fishing is obtained in the *Nicolme River*, which joins the Fraser here. — A picturesque trail, crossing a rugged watershed at a height of 5800 ft., leads from Hope to the *Similkameen Country* (p. 220).

The railway and river here turn to the right (W.), completing the passage of the main ridge of the Coast Range. The valley continues to expand, and signs of civilized cultivation become more and more frequent. 478 M. *Ruby Creek* is named from the garnets found near it. Fine views are enjoyed of various spurs of the Coast Range. 489 M. *Agassiz* (50 ft.), with a Government experimental farm, is the station for *Harrison Hot Springs* (St. Alice Hotel), at the foot of **Harrison Lake*, 5 M. to the N. (stage \$1). On the opposite bank of the Fraser rises *Cheam Peak*. A small steamer plies on Harrison Lake. — Near (498 M.) *Harrison* (40 ft.) we cross the glacial-green *Harrison River*, here expanded to a lake, just above its confluence with the Fraser. This offered the only practicable approach to the Cariboo region before the opening of the Fraser route in 1864. — Beyond (507 M.) *Nicomen* we obtain a distant view of the isolated white cone of *Mt. Baker*.

517 M. *Mission Junction* is the starting-point of a line crossing the Fraser and running to (10 M.) *Sumas City*, on the International frontier, where connection is made with railways to *New Whatcom*, *Everett*, *Seattle*, and other points in the United States. Return-tickets are issued at Montreal, New York, Chicago, etc., allowing travellers to travel one way through the United States viâ this route. — Other fine views of *Mt. Baker* (left) are obtained as we proceed. 526 M. *Wharneck*; 535 M. *Hammond*, with brick-yards. — 542 M. *Westminster Junction* (Hotel), for a short line to (8 M.) *New Westminster*.

New Westminster (*Queen's*, \$2-3; *Colonial Ho.*, \$2; cab from railway or ferry to hotel 50 c.), a city with 8000 inhab., pleasantly situated on the right bank of the *Fraser River*, about 15 M. from its mouth, is the oldest settlement in this region, dating from 1853, and carries on a large business in salmon-canning and the sawing and shipping of lumber. Its industrial establishments include iron works, foundries, machine-shops, carriage works, a woollen mill, etc.; and the total value of their output in 1891 was \$1,408,452. New Westminster was the capital of British Columbia for several years, and contains the *Provincial Penitentiary and Insane Asylum*,

the *Royal Hospital*, and other public institutions. *Queen's Park*, 80 acres in area, contains athletic grounds and exhibition buildings. The *Public Library* is well equipped. Small steamers ply hence to *Victoria* (p. 225), *Vancouver* (p. 223), *Nanaimo* (p. 228), and points on the *Fraser River*. A visit should be paid to one of the canning-factories, of which there are fifteen on the *Fraser*, between the city and the *Strait of Georgia*. Longer excursions may be made to (6 M.) *Burrard Inlet* (see below), *Pitt Lake* (20 M.), and *Boundary Bay* (21 M.).

Our line now bends to the right and runs through wood to (547 M.) *Port Moody*, situated at the head of *Burrard Inlet*, an arm of the *Gulf of Georgia*, and long the *Pacific terminus* of the railway. It is frequented for its bathing. Thence the line skirts the S. shore of the inlet, with its densely wooded shores, above which tower snow-capped mountains. 558 M. *Hastings*.

560 M. *Vancouver*. — *Hotels*. **Hotel Vancouver*, with fine view from tower, \$4; *Leland House*, \$2-4; *Manor House*, \$2-3; *Columbia*.

Tramways (electric) run through the principal streets (5 c.) and to (12 M.) *New Westminster* (p. 222; 75 c.). — *Cabs* meet the chief trains and steamboats. Fare from railway-station or wharf to hotel 25 c.; per hr. \$1, per day \$2½-5½.

Steamers ply daily to *Victoria* (p. 225) and *Nanaimo* (p. 228); also to *San Francisco* and *Alaska*. — The fine steamships of the C. P. R. Co. start here every four weeks for *Japan* and *China* (to *Yokohama*, 4280 M., in 14 days; to *Shanghai*, four, and to *Hongkong*, eight days more) and also in the middle of each month for *Honolulu* and *Australia*. — *Small Boats* 25 c. per hr., \$1-7 per day.

Post Office, *Granville St.* — *C. P. R. Telegraph Co.*, at the station. — *Vancouver District Telegraph & Delivery Co.*, 305 *Abbott St.*; *Dominion Express Co.*, cor. *Carroll* and *Hastings Sts.* — *Telephone Co.*, *Le Fevre Block*, *Hastings St.*

U. S. Commercial Agent, *F. Pierce*. — *C. P. R. Opera House*, *Granville St.* — *Vancouver Club*, *Le Fevre Block*, *Hastings St.*; *Metropolitan Club*, *Hastings St.*

Vancouver, named, like *Vancouver Island* (p. 227), after the British seaman who explored *Puget Sound* in 1793, is beautifully situated on the S. shore of *Burrard Inlet*, on a narrow neck or peninsula surrounded by water on three sides. Though there were a few settlers here at an earlier period, *Vancouver* practically dates from 1885, when it was chosen as the terminus of the C. P. R. In 1886, when it contained 600 inhab., the whole town was destroyed by fire. In 1887 the population had risen to 2000, in 1888 to 6000, and in 1891 to 13,685, while it now (1894) probably contains 20,000 inhabitants. In the substantial character of its buildings and the goodness of its streets, *Vancouver* compares very favourably with its neighbours of similar mushroom growth on *Puget Sound*. The manufactures of the town, valued in 1891 at nearly \$2,000,000, include carriages, machinery, furniture, soap, soda, sugar, and beer.

The traveller may begin his sojourn here by ascending the tower of the *Vancouver Hotel*, which commands a splendid *View.

At our feet lies the city of *Vancouver*, enclosed by *Burrard Inlet*, *English Bay* (good beach and bathing-house), and *False Creek*, with the suburb of *Mt. Pleasant* springing up beyond the last. Immediately to the W. of the town lies the peninsula occupied by *Stanley Park* (p. 224). Farther to the W. we look outwards towards the *Gulf of Georgia* (p. 224), beyond which rise the dark mountains of *Vancouver Island* (p. 227). Across *Burrard Inlet* lie the white houses of the Indian village of *Moodyville* (ferry four times daily), backed by the heavily-wooded and snow-capped peaks of the

Cascade Mts. (p. 221). To the S.E. we may distinguish the conical snow-peak of *Mt. Baker* (see below), 60 M. distant, and to the S. and S.W. are the *Olympic Mts.* (p. 225). The immediate environs of the town are occupied by forests of noble pines, cedars, firs, spruces, and other trees.

The chief business thoroughfare is **HASTINGS STREET**, in which are the *Bank of British Columbia*, the *Young Men's Christian Association*, the clubs mentioned at p. 223, etc. Among other important buildings are the *Post Office and Custom House* (p. 223); the *Bank of Montreal* (Granville St.); the *Presbyterian Church*, the *Episcopal Church* (both in Georgia St.); the *Public Schools*; the *City Hall*, in Powell St.; the *Hospital*, in Pender St.; and the *C. P. R. Opera House* (p. 223). — A visit may also be paid to one of the large *Saw Mills*. — Many of the *Private Residences*, with their lawns and gardens, are astonishingly handsome for so young a city.

The *Harbour*, or *Coal Harbour*, entered by a narrow channel through which the water rushes with great speed, is safe and deep, and generally contains quite a little fleet of vessels, often including one of the great Japan liners and sometimes a British gun-boat. Among the chief cargoes are tea, silk, seal-skins, coal, and timber.

The chief attraction of Vancouver to the tourist is, however, the beautiful ***Stanley Park**, 960 acres in extent, which, with commendable promptitude, the youthful city has laid out on the wooded peninsula connected with the W. side of the city by a long bridge.

Visitors are advised to hire a carriage (\$3-4) and drive round the road encircling the park (9 M.), affording splendid views of English Bay, the Gulf of Georgia, and Burrard Inlet. (The best plan is to turn to the left on entering.) The *Shell Road*, on the side next the harbour, is perhaps, the best part of the drive; and a magnificent *View is obtained here from *Brockton Point*, at the foot of which lies the wreck of the 'Beaver', the first steamer that reached this district viâ Cape Horn. A transverse drive (sign-post) leads across the island through the magnificent forest with which it is clothed, passing some gigantic red pines, a spruce 44ft. in girth and a cedar 3ft. larger.

The waters of Burrard Inlet abound in large and beautifully hued medusæ, and the piles of the wharves reveal, at low water, interesting algæ and other forms of marine life.

Pleasant drives (livery charges rather high) may also be taken to (22 M.) *New Westminster* (p. 222), the delta of the *Fraser*, and other points.

Good shooting and fishing can be obtained in the environs.

45. From Vancouver to Victoria.

STEAMER daily, except Mon., in 6-7 hrs. (fare \$3). On Mon. connection is made viâ *New Westminster* (p. 222).

Vancouver, see p. 223. The steamer quits the *Coal Harbour* and descends *Burrard Inlet*, passing the wreck of the 'Beaver' (see above) to the left. Good retrospect of the city. On reaching the **Gulf of Georgia** (20-30 M. wide), it turns to the left and steers to the S. To the W. rise the blue mountains of *Vancouver Island*, to the E. the white cone of *Mt. Baker* (10,810 ft.). The line of separation between the waters of the *Fraser* and the Strait is very sharply defined. Farther on we enter the *Canal de Haro*, which the arbitration

of the Emp. William of Germany in 1872 decided to be the line of demarcation between British and American possessions. It lies between Vancouver Island, on the right, and the *San Juan Islands*, on the left. Ahead, beyond the *Straits of San Juan de Fuca*, rise the *Olympic Mts.* Finally we turn to the right (W.), round a rocky headland, and enter the harbour of Victoria. The conspicuous building on the height to the right is the house of the late *Hon. Robert Duns-muir*, a wealthy coal-owner (comp. p. 227). To the left of the pier, among trees, are the barracks.

Victoria. — **Hotels.** *Hotel Dallas*, facing the sea, near Beacon Hill, \$3-5; *The Driard*, in the centre of the town, \$3-5; *Victoria*, \$3-5, R. from \$1; *Clarence*; *Oriental*; *Occidental*, \$1-1½; *Brunswick* (temperance); *Balmoral*. — *Roccabella* (Mrs. Tuck), Victoria Crescent, a good boarding-house. — *Poodle Dog Restaurant*, Yates St., D. 75 c.; *Vienna Café*.

Cabs: per drive within the city, 1-2 pers. 50 c., each addit. pers. 25 c.; to or from steamer or train, each pers. 50 c.; per hour \$1.50; per day \$2½-5½; each trunk 25 c., small baggage free. — **Tramways** (electric) run through some of the chief streets and to the outer wharf (1½ M.; 5 c.); also to (3 M.) *Esquimalt* (10 c.). — **Steamers** ply daily, except Mon., to *Vancouver* (see p. 224); also to ports in *British Columbia* and *Vancouver Island*, *Puget Sound Ports*, *San Francisco*, *Alaska* (see p. 227), *Honolulu*, *Australia*, and *Japan* (comp. p. 223). — **Boats** 25 c. per hr., \$1-7 per day.

Consuls. American, *Levi W. Meyers*; German, *Carl Lowenberg*; French, *N. P. Snowden*; Hawaiian, *R. P. Rithet*.

Post Office, Government St. (open 7-7). — *C. P. R. Telegraph Co.*, Trounce Alley. — *Telephone Co.*, above the Bank of British Columbia. — *B. C. District Telegraph & Delivery Co.*, Five Sisters Block, Fort St.; *Dominion Express Co.*, 38½ Yates St.; *North Pacific Express Co.*, *Wells Fargo Express Co.*, cor. Government St. and Trounce Alley; *Victoria Transfer Co.*, 21 Broughton St.

Clubs. *Union*, cor. Courtney and Douglas Sts.; *Victoria*, cor. Fort and Broad Sts.

There are several good shops, chiefly in Johnson St., where Chinese and other Oriental curiosities may be advantageously purchased by experienced buyers. Indian (Alaskan) curiosities may be obtained of the Indian peddlers who haunt the steamboat-wharves.

Victoria, the capital of *British Columbia* (see p. 227) and seat of the Lieutenant-Governor, is a quiet and attractive little city with (1891) 16,841 inhab. (now about 25,000), beautifully situated at the S.E. end of Vancouver Island and forming a pleasant contrast to some of its rather raw-looking neighbours on Puget Sound. The substantial buildings, the wide and well-kept streets, the gay flower-gardens, and the numerous country-houses in the environs give the place quite an old-world air; while the climate, rarely rising above 75° Fahr. or descending much below freezing-point, rivals that of the most delightful health-resorts in the South of England. The population is very heterogeneous, including native-born Canadians, Britons, Americans, Italians, Frenchmen, Germans, Japanese, and Chinese (3000). It carries on a large trade in canned salmon, lumber, coal, rice, etc., the total value of its exports and imports in 1891 amounting to about \$10,000,000. The value of its manufactures in the same year, including boats, brass,

beer, bricks, carriages, machinery, flour, lumber, soap, and soda, was about $4\frac{1}{2}$ million dollars.

Fort Victoria was established here by the Hudson Bay Co. in 1842, but did not begin to assume the aspect of a town before the gold-mining excitement of 1858. In 1866 Vancouver Island was united with British Columbia, and Victoria was selected as the capital of the province. In 1871 the population was 3270, and in 1881 it was 5925. Within the decade 1881-91 it made an increase of 184 per cent. In 1893 Victoria was made the station of a corps of Royal Artillery and Engineers. It is the headquarters of the Canadian fur-sealing fleet, which consists of about 70 vessels and caught 46,362 seals in 1892.

The ***Government Buildings**, built in a Swiss style, lie in a square adjoining *James Bay*, an arm of the harbour, and are passed on the way from the steamboat-wharf to the centre of the town (tramway, see above). They include the *Parliament House*, the *Provincial Museum*, and the *Government Offices*. In front stands a monument commemorating *Sir James Douglas*, the first governor of the colony.

The *Museum* (open 9-12 and 1-4; Sat., 9-1) contains specimens illustrating the geology and natural history of the colony. — Admission to the sittings of Parliament (one chamber only) is easily obtained (comp. p. 45).

New Parliament Buildings and Public Offices are now in course of erection in Belcher Ave.; and a new Post Office and Custom House will soon be begun.

The other chief buildings of Victoria include the *City Hall*, the *Court House*, the *Post Office*, the *Custom House*, the *Marine Hospital*, the *Anglican Cathedral*, the *Exhibition Building*, *St. Joseph's Hospital* (R. C.), the *Jubilee Hospital*, the *Victoria Theatre*, and several well-built *Schools*, *Colleges*, and *Charitable Institutions*.

***Beacon Hill Park** affords numerous pleasant walks and drives among its fine trees, and commands charming views of the Straits of San Juan de Fuca, the Olympic Mts., Mt. Baker (to the E.), and the city.

A visit to the **Chinese Quarter**, with its drug and curiosity stores, its joss-houses, its theatre, and its restaurants, is highly interesting. — There is a reservation of *Songhish Indians* near the city, and survivors of this tribe are often seen in the streets and at the wharves (comp. p. 225).

About 3 M. to the S.W. of Victoria, reached by a good road lined by beautiful trees (tramway, see p. 225), lies **Esquimalt** (accent on second syllable; *Howard's Hotel*), the headquarters of the British Pacific Squadron, an attractive English-looking village, on a picturesque bay. Some British men-of-war may often be seen in the fine land-locked harbour here (36 ft. deep), which is much larger than that of Victoria. The small *Dockyard* (open to visitors till 5 p. m.), includes a magnificent dry dock, 430 ft. long, 65 ft. wide, and 26 ft. deep. There are also *Barracks* and a *Naval Arsenal*.

Several other pleasant **DRIVES** may be taken from Victoria, the roads around the city being usually excellent and running through luxuriant woods of pines, maples, arbutus, madronas, fern-trees, wild roses, and syringas. Among the most popular points are *Oak Bay* (Mt. Baker Hotel), *Cordova Bay*, *Cadboro Bay*, *Mt. Tolmie* (view), and the district of *Metchosin*

(15 M.; stage). — A steamer plies twice weekly to *Mayne Island* (Point Comfort Hotel), a favourite summer-resort. — BOATING and SAILING are also carried on here with great zest, a favourite trip being that up the inlet known as the *Gorge*, in which veritable rapids are formed by the tide. — Good SHOOTING and FISHING are obtainable within easy reach of the town.

FROM VICTORIA TO NANAIMO AND WELLINGTON, 78 M., *Esquimalt & Nanaimo Railway* in 4 hrs. (fares \$ 3 and \$ 3.25). The scenery on this line is bold and impressive. The work of construction was attended by considerable difficulty, and numerous high bridges and trestles were necessary. [This is at present the only railway on Vancouver Island, but another one is in progress from Victoria to Sydney.] — The first station is (4 M.) *Esquimalt* (p. 227). 11 M. *Goldstream* (Goldstream Ho.). — 28 M. *Shawnigan Lake* (Hotel, with boats, etc.). The lake, 17 M. long, is a favourite resort for boat-races. — At (40 M.) *Duncan's* (Quamichan Hotel) stages are in waiting to take passengers to (21 M.) *Lake Cowichan* (Hotel), a famous salmon-fishing resort. The lake is 25 M. long (steamer). — 52 M. *Chemainus* (Louisville Hotel). — 73 M. Nanaimo, see p. 228. — 78 M. Wellington (*Summerset Ho.*, 2 M. from the village; *Wellington Ho.*) is a village with important coal-mines (R. Dunsmuir & Sons; p. 225), the products of which are shipped at *Departure Bay* (comp. p. 229).

British Columbia, of which Victoria is the capital, includes the whole of Canada to the N. of the United States, between the Rocky Mts. on the E. and the Pacific Ocean and Alaska on the W. Its extreme length is 1250 M., its greatest width 650 M., and its area 383,300 sq. M. (exceeding that of any other province in the Dominion and about equal to the combined area of France, Prussia, Bavaria, and Belgium). Pop. (1891) 98, 173. It is essentially a mountainous district, though including large tracts of good arable land. The chief river of British Columbia is the *Fraser* (p. 221), but parts of the province belong to the hydrographic basins of the *Mackenzie* (p. 205) and the *Yukon*. Its resources have so far been developed only to a slight extent. The staple industries of the province are lumbering, fishing, and mining. The vast forests contain some of the finest timber in the world, the most important tree being the Douglas fir, which, on the coast, often attains a height of 200-300 ft. The red cedar, the Oregon pine, and the spruce are also important varieties. Many of the rivers abound in salmon, while herring, halibut, and other fish are taken on the coast. The salmon 'pack' in 1893 amounted to over 20 million 1lb. tins. The mineral resources include gold (of which at least \$ 55,000,000 has been produced), coal, silver, and iron. British Columbia contains about 24,000 Indians, the annual value of whose industries amounts to \$ 700,000. — Vancouver Island (see below) was made a Crown colony in 1849, the mainland of British Columbia in 1858. The two colonies were united in 1866 and entered the Canadian Confederation in 1871. — Comp. *Begg's 'Monthly Guide to British Columbia'* (Victoria).

Vancouver Island, on which Victoria lies, is the largest of the numerous islands included in British Columbia, being 290 M. long and 50-80 M. wide, with an area of 20,000 sq. M. The greater part of its surface is covered with mountains, reaching a height of 6-7000 ft. (Victoria Peak 7485 ft.), and little of its surface has been explored or reclaimed. It is rich in minerals (comp. p. 223). The island was discovered by Juan de Fuca in 1592, and takes its name from Vancouver, who surveyed its coasts in 1793.

46. From Victoria to Sitka.

STEAMERS of the *Pacific Coast Steamship Co.*, starting from Tacoma, ply regularly in summer to *Sitka*, calling at *Victoria* both in going and returning. The steamer 'Queen', carrying passengers only, takes about 12 days to the round trip from Victoria, while the 'Mexico' and 'City of Topeka', carrying freight also and calling at more Alaskan points, take 18 days. The fare varies from \$ 95 to \$ 240, according to the position of berth and state-

room, the highest charge securing the sole occupancy of a large state-room. Canadian passengers may also join the steamer at *Port Townsend*. Tickets and information may be procured from R. P. Rithet & Co., Wharf St., Victoria, from Messrs. Goodall, Perkins, & Co., 10 Market St., San Francisco, or from any agent of the company. Berths should be secured in advance. — Steamers of the *Canadian Pacific Navigation Co.* (Wharf St., Victoria) ply regularly from Victoria to *Port Simpson* and intermediate points, and vessels of the same company make excursions to Sitka in summer (return-fare \$95). The passengers by these steamers have not always the same privileges as the American steamers in landing at Alaska points. — Other excursion steamers occasionally make the trip to Alaska in summer, but should not be patronised without careful investigation as to their equipment and the experience of their officers.

The arrangements of the Alaska trip resemble those on the trip to the North Cape (see *Baedeker's Norway and Sweden*), and it involves no greater hazard or fatigue. There are practically no hotels in Alaska, and passengers live entirely on the steamers. The weather is generally pleasant in June, July, or Aug., though rain and fog may be looked for at some part of the voyage, and forest-fires are apt to obscure the sky in the first part of the trip, especially in July and August. Warm winter clothing should be taken, as the nights on board are often very cold, though the sun may be quite powerful during the day. Stout boots are desirable for the short excursions on land, and waterproofs are indispensable. Deck-chairs may be bought or hired at Victoria. Nearly the whole of the voyage is in the calm channel between the coast-islands and the mainland, so that sea-sickness need not be dreaded. The steamers are safe and reasonably comfortable. The "Scenery passed *en route* is of a most grand and unique character, such as, probably, cannot be seen elsewhere at so little cost and with so little toil or adventure. In the description of the text the usual route of the 'Queen' is followed. The approximate distances from Victoria by this course are given in nautical miles (7 naut. miles = about 8 statute miles). Native curiosities can, perhaps, be best obtained at Sitka (p. 236), furs at Juneau (p. 234).

Victoria, see p. 225. The course through the *Canal de Haro*, passing the *San Juan Islands*, is the same as that described in the reverse direction at p. 224. Farther on we traverse the broader waters of the *Gulf of Georgia* (p. 224), passing various islands off the coast of Vancouver.

30 M. *Nanaimo* (*Windsor*, \$2; U. S. Consular Agent), a small town on the E. coast of Vancouver Island, with 4595 inhab., is of importance as the shipping-port of the extensive collieries of the New Vancouver Coal Co., which employs 1500 men. There are also large saw-mills. The Alaska steamers stop to coal here either in going or returning. The pretty, rose-gardened cottages of Nanaimo are very unlike the grimy abodes of coal-miners in England, and many of the miners own them in freehold. The daily wage of the miners in 1893 was \$3-5. The annual output of coal at Nanaimo is about 500,000 tons, and nearly as much more is produced at the Wellington pits (p. 227). The H. B. Co.'s *Blockhouse* (the 'Bastion') at Nanaimo dates from 1833. Behind Nanaimo rises (4 M.) *Mt. Benson* (5365 ft.; view), to the top of which a road has been constructed. Good boating may be enjoyed in the bay (25-50 c. per hr.), and numerous pleasant excursions may be made. For an excellent account of the coal-fields of Nanaimo, Wellington, and other parts of Vancouver Island, see *Bell's 'Canadian Mining Manual'* for







1893. — From Nanaimo to (73 M.) *Victoria* and to (5 M.) *Wellington* by railway, see p. 227. *Wellington* may also be reached by a pretty road through luxuriant woods, or by water viâ (3 M.) *Departure Bay* (p. 227). *Vancouver* (p. 223) lies on the mainland, directly opposite *Nanaimo* (steamer, \$ 2).

Farther on we see few settlements or signs of life. The shores are low and heavily wooded, but lofty mountains rise behind them on both sides, those on the mainland covered with snow. Long, deep, and narrow fjords, flanked with lofty mountains, run up into the land. To the right lie *Lesqueti Island* and the large *Texada Island*, covering the entrance to *Jervis Inlet*, one of the just-mentioned fjords, on the banks of which are quarries of fine slate. Some of the steamers now stop for their coal supply at the *Union Coal Mine*, on *Vancouver Island*, opposite *Texada*, 60 M. to the N. of *Nanaimo* and a few miles to the S. of *Como* (weekly steamer to *Victoria*, *Vancouver*, and *Nanaimo*). About 80 M. beyond *Nanaimo* we leave the Gulf of *Georgia* and enter ***Discovery Passage**, a river-like channel, 25 M. long and 1-2 M. wide, which separates *Vancouver Island* from *Valdes Island* and is flanked by mountains 3-6000 ft. high. *Valdes Island*, ending on the S. in *Cape Mudge*, occupies nearly the whole channel, and a scheme is now in consideration for running a railway from the mainland to *Vancouver Island* by bridges constructed over the narrow waterways here. Behind *Valdes Island* opens the narrow **Bute Inlet*, 40 M. long, flanked by precipitous mountains 4-8000 ft. in height. About the middle of *Discovery Passage* are the famous **Seymour Narrows*, 2 M. long and $\frac{1}{2}$ M. wide, through which the water rushes with great velocity (sometimes as high as 12 knots per hour).

Discovery Passage is succeeded by ***Johnstone Strait**, another similar channel, 55 M. long and 1-3 M. wide, between *Vancouver Island* on the left and the mainland itself, or islands hardly distinguishable from it, on the right. The *Prince of Wales Mts.*, on *Vancouver Island*, reach a height of about 4600 ft.; and the white summits of the *Cascade Range* rise to the right beyond the lower intervening hills. The varied beauty of the scenery cannot easily be indicated in words; but few travellers will be weary of the panorama unfolded before them as the steamer advances. — Beyond *Johnstone Strait* we thread the shorter *Broughton Strait* (15 M. long), between *Vancouver* and *Cormorant* and *Malcolm Islands*. On *Cormorant Island* lies the Indian village of *Alert Bay*, with a salmon-cannery, a native graveyard, and a totem pole (see p. 232). The conical summit to the left is *Mt. Holdsworth* (3040 ft.).

On emerging from *Broughton Strait*, we enter *Queen Charlotte's Sound*, which is 10-30 M. wide and contains many islands, mostly adjoining the mainland. On the shore of *Vancouver* lies *Fort Rupert*, an old post of the *Hudson Bay Co.*, with an Indian village. A little later we pass through *Goletas Channel* and then say farewell to Van-

couver Island, the N. point of which, *Cape Commerell*, we leave to the left. For a short time (40 M.) we are now exposed to the swell of the Pacific Ocean, but this is seldom enough in summer to cause uneasiness even to bad sailors. To the N.W., in the distance, loom the large *Queen Charlotte Islands*, the chief home of the *Haidas*, the cleverest of the native-tribes of this coast (comp. p. 232). A full account of the islands is given by *Dr. George M. Dawson* in the Report of the Canadian Geological Survey for 1879.

Our course now hugs the mainland and leads at first through **Fitzhugh Sound*, a deep and narrow channel, the W. shore of which is formed by a continuous series of islands. The sharp peak of *Mt. Buxton* (3430 ft.) rises on *Calvert Island*. As we near the N. end of the Sound the scenery becomes very grand, huge snowy peaks towering above the pine-clad hills that line the channel. Beyond the large *Hunter's Island* we turn sharply to the left and enter the extremely narrow and winding **Lama Passage*, between it and *Denny Island*. On *Campbell Island*, to the left, is the Indian village of *Bella Bella*, opposite which is a graveyard, with totem-poles (comp. p. 232). Farther on we pass through the wider *Seaforth Channel* and reach *Millbank Sound*, the only other point on the voyage where we are exposed for a brief interval to the waves of the open sea. Beyond this sound we enter *Finlayson Channel*, 24 M. long and 2 M. wide, between the large *Princess Royal Island* (48 M. long and 25 M. wide) and the mainland. Numerous fjords, short and long, run into the mainland, and several high waterfalls descend from the cliffs. *Finlayson Channel* is continued by *Tolmie Channel*, *Graham Reach*, and *Frazer Reach*, beyond which we pass through *McKay Reach*, between the N. end of *Princess Royal Island* and *Gribbel's Island*, into *Wright's Sound*. Behind *Gribbel's Island* are the channels leading to **Gardner Canal*, one of the grandest and gloomiest fjords on this coast. From *Wright's Sound* we enter **Grenville Channel*, which runs for 50 M. in an almost perfectly straight line between *Pitt Island* and the mainland. It is flanked on both sides with steep mountains 1500-3500 ft. high, while still higher mountains rise in the background to the right. At places the channel is only a few hundred feet wide. Signs of glacier action are seen on the more distant mountains, while the courses of long bye-gone avalanches may be traced by the light-green streaks of the younger growth of trees. Crossing an expansion of *Grenville Channel*, we next enter the short *Arthur Passage*, between *Porcher Island* (l.) and *Kennedy Island* (r.), which leads to *Malacca Passage* and the wide **Chatham Sound**. To the right is the mouth of the *Skeena River*, along which are scattered innumerable salmon-canneries. The E. side of the Sound is bounded by the large *Chim-sy-an* or *Tsimpsean Peninsula*, which is connected with the mainland by a very narrow neck of land. On this lies *Old Metlakatla*, the scene of Mr. Wm. Duncan's interesting experiences in educating the natives (see p. 232) and now a missionary station of the

Episcopal Church of Canada. Higher up is *Port Simpson*, a station of the Hudson Bay Co., established in 1831. On the small island, opposite the Fort, is an interesting village of Tsimpssean Indians, who have attained a high measure of civilisation and prosperity. The *Nasse River*, a little to the N. of the Tsimpssean Peninsula, is the chief scene (in spring) of the catch of the 'oulichan' or candle-fish (*Thaleichthys pacificus*), which furnishes the natives with the means of artificial light. It is so full of oil that, when dry and furnished with a wick, it burns like a candle. To the left lie the *Dundas Islands*, opposite the northernmost of which opens *Portland Inlet*. Just here we cross the boundary-line between the British and American possessions ($54^{\circ}40'$ N. lat.; the famous 'fifty-four forty or fight' of 1843) and enter **Alaska**. To the left opens *Dixon Entrance*, between *Graham Island* (S.) and *Prince of Wales Island* (N.).

The territory of **Alaska** received its name from Charles Sumner in a speech addressed to the Senate in favour of the purchase of the territory. It is a corruption of an Aleut word referring to the continent as distinguished from the Aleutian islands. The boundaries of the territory comprise the continent and islands adjacent, to the W. of 141° W. lon., and also a strip to the W. of a line drawn parallel to the coast from the vicinity of Mt. St. Elias in a S.E. direction to the N. extreme of Portland Canal, through the canal in mid-channel, and westward to the ocean on the parallel of $54^{\circ}40'$ N. lat. The W. limits of the territory, to the N. of the Pacific Ocean, include the Aleutian chain, the islands of Bering Sea, and the eastern of the two Diomed Islands in Bering Strait.

The territory is divisible by its physical characteristics into several diverse regions. The *Sitkan Region*, including the coast and islands to Cook's Inlet on the N. and the Kadiak group on the W., has a rough and mountainous topography with many glaciers, a bold sea coast, numerous fjords and islands, a moist, cool, and equable climate, and a dense covering of chiefly coniferous forests. — The *Aleutian Region* includes the peninsula of Alaska, the Aleutian chain, and the Pribiloff or Fur-seal Islands. It also has a cool and equable climate, with much fog and wind but less rain than in the Sitkan region. It consists of broad level areas with numerous clusters of mountains, few glaciers, many volcanic cones, many harbours and anchorages; and, while totally destitute of trees, nourishes luxuriant crops of grass, herbage, and wild flowers. The Aleutian chain represents an old line of fracture in the earth's crust; and, contrary to the usual idea, a large proportion of the islands are not volcanic but composed of crystalline or sedimentary rocks. — The *Yukon Region* includes the mass of the continent to the N. of the great peninsula, which has on its N. border true Arctic conditions, on its W. shores a mild summer and an Arctic winter, and in the interior a hot short summer and a dry cold winter, much like that of Minnesota. It is a region of *Tundra*: low, undulating ranges of grassy mountains, and extensive, level, more or less wooded river valleys.

The products of the Sitkan region are timber, precious metals, salmon, halibut, and other sea-fish. Lignitic coal and extensive beds of marble exist in many places. The Aleutian region produces chiefly fox and sea otter fur, the fur-seal pelts, and a certain amount of coal. Extensive cod-fisheries are prosecuted along its shores. The Yukon region, except for a little placer-mining, produces nothing but furs and salmon. A remarkable characteristic of the Territory is that, though bordering on the Arctic Ocean and in the S. teeming with glaciers, it has still never been subjected to the action of a continental ice-sheet, such as have ground down the coasts of the analogous fjord-regions of New England and Norway.

The native inhabitants of Alaska belong to four ethnologic stock-races: the *Eskimo* or *Innu*t, with their special offshoot the *Aleutian* people; the

Haida Indians of Alaska; the *Tlinkit* stock of the Sitkan region; and the *Tinneh* or *Athabascan* Indians of the great interior region. In all there are between twenty and thirty thousand of these natives, independent, self-sustaining, and mostly well disposed. They are in no direct way related to any of the present Asiatic races as is so often assumed, but, from the evidences of the prehistoric shell-heaps, have occupied the region for many centuries. They live by fishing and hunting; the moose, the caribou, and the salmon, in the interior, and the hair-seal, the beluga, the cod and other sea-fishes, the salmon, and wild fowl, on the coasts, furnish their chief supplies. The fjords and rivers are their roads; with hardly an exception they are canoe-men everywhere, and throughout the N. drivers of dogs and sledges.

Among the *Tlinkit* and *Haida* people one custom is forced on the attention of all who visit their villages. It is that of erecting what are called *Totem Poles*, which have various significations, the most common being that of a 'genealogical tree'. A man erects one of their large communal houses, and, in memory of this achievement, puts up in front of it a cedar pole carved with figures emblematic of the totems of himself and his ancestors, one above another. The door of the house is frequently cut through the base of the pole under the totem of the builder; while, above, the successive totems (which by their social laws must change with every generation) appear in the order of remoteness.

The estimated area of the territory is 580,000 sq. M. (thrice that of France); its total population about 35,000, of which one-seventh are accounted civilized; its chief archipelago, in the Sitkan region, is said to contain 11,000 islands; its total shore-line amounts to some 18,200 M.; its principal commercial port is in about the same latitude as Liverpool; its southernmost islands lie on the parallel of Brussels; its westernmost village is as far W. from the mouth of the Columbia River, Oregon, as Eastport, Maine, is E. from that point; it includes within its boundaries the highest mountains, the most superb glaciers and volcanos in America to the N. of Mexico; and presents the anomaly of a territory with only about one inhabitant to 17 sq. M. which in 20 years has paid more than eight million dollars in taxes. It was transferred by Russia to the United States in 1867 for the sum of \$7,250,000.

The most authoritative and complete work on Alaska is 'Alaska and its Resources', by *Dr. Wm. H. Dall*, who kindly drew up the above paragraphs for this Handbook. A good popular account is given in *Miss E. R. Scidmore's* 'Alaska and the Sitkan Archipelago'. See also *Miss Scidmore's* excellent 'Guidebook to Alaska' (Appleton; 1893).

To the right, as we proceed, juts out *Cape Fox*, with the small station of *Fort Tongas* on an adjacent islet. The steamer now steers towards the N. and enters **Clarence Strait**, which is 100 M. long and 4-12 M. wide and is bounded on the W. by *Prince of Wales Island* (130 M. long and 30 M. wide). This is one of the seats of the *Haidas* (comp. p. 230) and contains the best totem-poles, but the ordinary tourist has no opportunity of landing here. *Annette Island*, the largest of the Gravina group, is the seat of *Port Chester*, with the new *Metlakatla*, founded by Mr. Duncan on leaving his original station (see p. 230). To the right, opposite *Annette Island*, lies the large island of *Revillagigedo*, the chief place on which is *Loring*, with an important salmon-cannery. We are now within what is known as the *Alexander Archipelago*, about 1100 of the islands of which appear on the U. S. charts, while innumerable small islets are disregarded. The mountains on each side of the strait are fine in size, proportions, and colouring. Near the head of Clarence Strait we steer to the right (E.), between *Etolin Island* (r.) and *Za-*

rembo Island (1.) and run into *Fort Wrangell*, usually the first stopping-place of the steamer 'Queen' after leaving Victoria.

690 M. (from Victoria) **Fort Wrangell**, situated on the N. end of the island of the same name, opposite the mouth of the *Stikine River*, was formerly a place of some importance, as the outlet of the Cassiar Mines, but is now a dirty and dilapidated settlement inhabited by about 250 Tlinkits (p. 231) and a few whites. It was named from Baron Wrangell, Russian Governor of Alaska at the time of its settlement (1834).

To the tourist Fort Wrangell is of interest as containing the best collection of *Totem Poles* he is likely to see, though their execution is by no means so fine as that of the Haidas (see p. 232). The totems here are 20-40 ft. high. One is surmounted by a bear, another by a head with a 'Tyhee' hat, the badge of a *Shaman* or 'Medicine Man'. A specimen of such a hat, said to be 400 years old, is shown in one of the houses. The old *Graveyard* is so overgrown with vegetation as to be difficult of access and now contains little of typical interest. The carved figure of a bear (or wolf) which surmounted one of the graves now lies on the ground near two of the totem-poles.

The Tlinkits themselves will interest the visitors, who will at once notice such customs as the blackening of the faces of the girls (said to have for its object the preservation of the complexion) and the wearing of *labrets*, or small plugs of silver, ivory, wood, or bone, in the lower lip. Curiosities of various kinds, including labrets, silver bracelets, carved horn and wooden spoons, reed baskets, halibut hooks, gaily painted canoe-paddles, the carved rattles of the Shamans, and fine carvings in slate may be purchased from the natives; and the inquisitive may visit the imperfectly ventilated interior of one of the huts.

At the end of the village farthest from that with the totem-poles are the *Court House* and a *Mission School for Girls*, the teacher of which is glad to give information to interested visitors.

The *Stikine River* is said to receive 300 glaciers, and its scenery is very fine.

Soon after leaving Fort Wrangell we thread our way through the devious **Wrangell Narrows*, where the channel is marked by stakes and buoys. The shores here are well-wooded, and at places stretches of grass border the water like the lawns of an English country-house. Farther on, in *Soukhoi Channel*, the scenery is of a more majestic character. The mountains on either side, though apparently of no very great height, are covered with snow to within 1000 ft., or less, of the water; and their shapes are very varied and beautiful. One of the most striking is the *Devil's Thumb* (ca. 8500 ft.), a peaked monolith recalling the Dolomites of Tyrol. We here see the first glaciers of the voyage (all to the right): the *Le Conte Glacier*, high up on the mountain-side; the larger *Patterson Glacier*; and the *Baird Glacier*, in *Thomas Bay*. About this part of the trip, too, we may meet our first piece of floating ice; while the indescribably beautiful effects of the late sunsets (9-10 p.m.) will rouse even the most sluggish enthusiasm. The huge slopes of *névé*, or hardened snow, are very fine.

Soukhoi Channel widens into *Frederick Sound*, with *Cape Fanshawe* to the right and *Kupreanoff Island* to the left; but our course soon leaves this sound and carries us to the N. through the long

Stephens Passage, bounded on the W. by the large *Admiralty Island*. *Holkam* or *Sum Dum Bay*, to the right, was at one time the scene of some placer-mining. Near the head of the passage, to the right, opens **Taku Inlet*, with its fine glaciers, one of which has a sea-face $\frac{1}{2}$ M. long and 100-200 ft. high. The muddy grey water of the inlet is filled with ice-floes and bergs. The surrounding mountains are of a fantastic, Dolomitic appearance. The chief settlement of Admiralty Island is *Killisnoo*, on its W. coast. Here resides 'Saginaw Jake', chief of the *Kootznahos*, a well-known character. — Just beyond the mouth of the Taku Inlet we enter the pretty *Gastineau Channel*, between *Douglas Island* and the mainland.

890 M. **Juneau**, the largest town in Alaska, with (1890) 1253 inhab., about equally divided between whites and natives or half-breeds, is situated on the mainland, on a narrow strip of comparatively level ground between the sea and a precipitous, snow-seamed mountain (3300 ft.). Settled in 1880 and named after a nephew of the founder of Milwaukee, it is occupied mainly by miners. It has a mission-school and publishes a weekly paper, the *Alaska Free Press*. The attractions of the town itself are limited, but it contains perhaps the best shops for the sale of Alaskan furs (sea-otter, seal, otter, beaver, bear, musk-rat, fox, etc.) and the famous *Chilkat Blankets*. The last are made of the hair of mountain-goats and coloured with native dyes, but genuine examples, worth \$60-100, are now rare, and most of those offered for sale are of wool and stained with aniline dyes.

About $\frac{1}{2}$ M. to the N. of Juneau is a village of the *Auk Indians*, a curious and primitive, but very dirty settlement, which will repay a visit. The traveller may bargain here for a trip in an Indian canoe. Behind the village is a native *Cemetery*, with curious little huts containing the cremated remains and personal effects of the deceased.

Juneau possesses a few horses and carts and one of the only two roads in Alaska. This leads through the highly picturesque **Cañon of the Gold Creek*, with its waterfalls and small glacier, to ($3\frac{1}{2}$ M.) *Silver Bow Mines*, and offers a trip well worth making if time allows. The Silver Bow Basin contains gold mines of great promise, and both quartz and placer mining are successfully prosecuted.

On Douglas Island, nearly opposite Juneau, is the famous **Treadwell Gold Mine*, at which the steamers generally call. The mine, which is close to the wharf and easily visited, has the largest quartz-crushing mill in the world, employing 240 stamps. The quartz does not produce more than \$4-6 of metal per ton, but is so easily and economically worked that the profits are said to be enormous. It is credibly stated that the company that owns it refused \$16,000,000 for the mine, and the gold actually in sight is estimated to be worth 4-5 times as much as the price paid for the entire district of Alaska (p. 232). Many of the best workers in the mine are natives, who earn \$2 $\frac{1}{2}$ per day.

As Gastineau Channel has not been charted above Juneau, the steamer now returns to its S. end and then proceeds to the N. through *Saginaw Channel*, on the W. side of Douglas Island. This debouches on **Lynn Canal*, a fine fjord extending for 60 M. towards the N. It is flanked with snow-mountains, rising abruptly from the very edge of the water to a height of 6000 ft., and presents, perhaps, the grandest scenic features we have yet encountered. About

a score of glaciers, large and small, descend from the ravines towards the fjord, among which the *Auk*, *Eagle* (r.), and *Davidson* *Glaciers* are conspicuous. The last-mentioned, near the head of the fjord and on its W. side, spreads out to a width of 3 M. as it reaches the water-level, its front being partly masked by a tree-grown moraine. Lynn Canal ends in two prongs, named the *Chilkoot* and *Chilkat Inlets*. The steamer usually ascends to *Pyramid Harbor*, on the latter (the W. arm), and here we reach the highest latitude of the trip ($59^{\circ} 10' 36''$ N.; about that of the Orkney Islands, Christiania, and St. Petersburg). At midsummer there are not more than 3-4 hrs. of partial darkness here. Visitors who choose may land by one of the ship's boats and visit the small Chilkat village (80-100 inhab.), which possesses a prosperous salmon-cannery. There are also other settlements on the inlet. This is the district in which the fine Chilkat blankets (p. 234) are made. Good echoes may be wakened off the glaciers. Passes lead from the Chilkoot and Chilkat inlets to the headwaters of the *Yukon* (p. 231).

We now return to the S. end of Lynn Canal and then bend to the right (N.W.) into *Icy Strait*. Opening off this to the right is ***Glacier Bay**, which extends to the N.W. for about 45 M., with a width contracting from 12 M. to 3 M. The mountains immediately abutting on the bay are comparatively low (4000-7000 ft.), but as we ascend it we enjoy a magnificent **View to the left of the **Fairweather Range**, including (named from left to right) *Mt. La Perouse* (11,300 ft.), *Mt. Crillon* (15,900 ft.), *Mt. Lituya* (10,000 ft.), and *Mt. Fairweather* (15,500 ft.). The surface of the bay is full of small icebergs and floes detached from the large glaciers which descend into it, and the most careful navigation cannot avoid an occasional bump. As we advance up the bay we have an excellent view of the wonderful ****Muir Glacier**, the grandest single feature of our Alaskan expedition (1170 M. from Victoria by the course described). To the right is seen the small hut in which Prof. John Muir, who first visited the glacier in 1879, lived when making his explorations of it in 1890. The steamer anchors as near the face of the glacier as prudence permits.

This stupendous glacier, throwing the large ice-fields of Switzerland entirely into the shade, enters the sea with a front $1\frac{1}{2}$ M. wide and 150-200 ft. high, probably extending 700 ft. below the water. From this wonderful wall of blue and white ice, which forms a striking contrast to the dirty terminal moraines of European glaciers, huge masses of ice, often weighing many hundreds of tons, detach themselves at frequent intervals and fall into the bay with a reverberating roar, throwing up the water in clouds of spray and creating waves that rock the huge steamer like a cock-boat. Nine main streams of ice unite to form the trunk of the glacier, which occupies a large valley, 30-40 M. long. Seventeen smaller arms join the main stream. The width of the glacier when it breaks through the mountains (*Pyramid Peak* to the W., *Mt. Wright* and *Mt. Case* to the E.) to descend to the sea is about 3 M. The superficial area of the glacier is 350 sq. M., or about the same as that of Huntingdonshire. Prof. G. F. Wright, who explored the glacier in 1886, estimated its rate of movement at 70 ft. per day in the centre and 10 ft. at the sides (an average

of 40 ft.), as compared with $1\frac{1}{2}$ -3 ft. at the Mer de Glace; but Prof. H. F. Reid, of the Case School of Applied Science (Cleveland, Ohio), who spent the summers of 1890 and 1892 here, found the most rapid movement not more than 7 ft. per day. In August about 200,000,000 cubic feet of ice fall into the inlet daily. Though the glacier thus moves forward at a comparatively rapid rate, investigation shows that it loses more ice in summer than it gains in winter and that its front is retrograding steadily from year to year. It is evident from the general appearance of the enclosing hills that the ice-stream once occupied the whole of Glacier Bay; and numerous features of the moraines and adjacent rocks give proof of more recent retrocession. Vancouver found the bay blocked by a wall of ice in 1794. See the very interesting reports (with maps, etc.) of Prof. H. F. Reid's two expeditions.

Visitors are landed in small boats on one of the lateral moraines, and by following this back for about $\frac{3}{4}$ M. reach the surface of the main glacier, which they may follow as far as time allows. The seaward end of the glacier is so corrugated and seamed by vast crevasses as to be quite inaccessible. The surface of the glacier commands a splendid view of Glacier Bay and the adjacent mountains; and those who are good climbers may obtain a still better view by ascending the stony conical mountain (ca. 3000 ft.) on the left (N.W.) side of the glacier, about 2 M. from the bay. Walking on the smooth surface of the glacier is generally easy in summer; but the feet should be well protected against dampness, as the strong summer-sun (which makes too warm clothing undesirable), has considerable effect on the surface-ice. The steamboat company provides alpenstocks for the use of passengers, and has constructed a plank-walk, with guide-posts, leading up to the glacier. Those who make longer explorations should keep a good lookout for snow-covered fissures and avoid wandering off alone.

Mirages are of common occurrence at the Muir Glacier, and have given rise to the so-called 'Phantom City', of which fanciful illustrations are given in some books describing this region.

Above Muir Inlet several other huge glaciers enter Glacier Bay, but as this part of the bay has not yet been charted, an approach to them is less easy. Among them are the *Geikie*, *Hugh Miller*, and *Grand Pacific Glaciers*.

The nearest way from Glacier Bay to Sitka would be through *Cross Sound* and down the W. side of *Chichagoff Island*, but to avoid the unpleasantness of an outside passage the steamer returns through *Icy Strait* (p. 235) and *Chatham Sound* (p. 230). About one-third of the way down the latter we diverge to the right through **Peril Strait*, between the islands of *Chichagoff* (N.) and *Baranoff* (S.). This strait is broad at first but ultimately contracts to a width of $\frac{1}{2}$ M., where its wooded hills and islets recall the scenery of *Loch Lomond*. As we approach Sitka we have a fine view, to the right, of *Mt. Edgecumbe* (see below), with its crater half filled with snow.

1320 M. **Sitka**, the capital of Alaska and seat of the governor, is very beautifully situated on the W. side of *Baranoff Island*, with a fine bay dotted with green islands in front and a grand range of snow-mountains behind. The bay is sheltered by *Kruzoff Island*, with the extinct volcano *Mt. Edgecumbe* (3780 ft.), while immediately to the E. of the town towers *Mt. Verstovaia* (3210 ft.). In 1890 Sitka contained 1190 inhab., of whom 294 were white, 31 Chinese, and 865 natives. The town was founded in 1804 by Alex. Baranoff, the first Russian governor of Alaska (see *W. Irving's 'Astoria'*). Sitka lies in 57° N. lat. (about the same as that of Aber-

deen or Riga) and, owing to the *Kuro Siwo*, or Japanese current, has a milder winter than Boston, in spite of the propinquity of eternal snow (mean summer temp. 54° , winter 32°). The temperature seldom falls to zero. The rainfall is very high (ca. 110 inches).

On a height to the right of the dock stands Baranoff Castle, the residence of the Russian governors, a plain but somewhat quaint old wooden building, now in a very neglected condition, though some repairs were made in 1893. The roof commands a beautiful *View. — Near the head of the main street, leading from the wharf into the town, is the Russo-Greek Church, with its green roof and bulbous spire, which contains some interesting paintings and vestments. Many of the natives and half-breeds are members of the Greek church and are still ministered to by a Russian pope. Several of the substantial old *Log Houses* of the Russians are still in use. — Turning to the right at the head of the main street and following the road along the beach, we reach the buildings of the Presbyterian Mission, where visitors are welcome. The *Sitka Museum, a highly interesting collection of Alaskan products, is installed in a building in the mission-grounds, fitted up like the dwelling of a native chief, with a totem-pole at the entrance. — By passing up between these buildings we reach the *Indian River Walk (a round of about 2 M.), where the visitor with pre-conceived ideas of Sitka's arctic climate will be surprised to find luxuriant vegetation, fine trees, and a brawling brook, not unlike such typical British walks as the Torrent Walk at Dolgelley. One of the characteristic plants is the 'Devil's Club' (*Echinopanax horrida*). By turning to the right beyond the largest bridge we may see a specially fine group of cedars.

The Native Village, or *Rancherie*, lies to the left of the wharf and is occupied by 800-1000 Sitkans, including many interesting specimens such as 'Princess Tom' and 'Sitka Jack', who are always at home to steamboat-visitors. Tourists occasionally get up canoe races among the natives, and exhibitions of native dancing are often arranged for their benefit. Behind the village is the native and Russian cemetery.

Native curiosities may be bought at Sitka comparatively cheap, but furs are, perhaps, better obtained at Juneau (p. 234). A Russian samovar may still occasionally be picked up here. Travellers should also visit the office of the *Alaskan* (10 c.), a weekly paper.

Sitka is the turning-point of our voyage, and we now retrace the way we have come (viâ Icy Strait, Chatham Sound, Frederick Sound, etc.). The distance to Victoria is about 1100 M., taking 5 days. As a rule few stops are made on the homeward journey; but much fine scenery, previously passed at night, is now seen by daylight.

Mt. St. Elias, the loftiest mountain in the United States (approximate height, acc. to the most recent calculations, 18,200 ft.) and vying with Mt. Orizaba for the position of culminating point of the N. American Continent, is situated in Alaska, to the N. of 60° N. lat. and about 30 M. from the coast. It is nearly 300 M. to the W.N.W. of Glacier Bay (p. 235) and is not visible on any part of the trip above described. Tourists who wish to go farther to the N. may avail themselves of the steamer of the *North American Commercial Co.*, which leaves Sitka for *Unalaska* about the middle of each month while navigation is open (round trip of 2500 M., taking about a month; fare \$ 120). This excursion affords splendid views of the St. Elias Alps and the enormous glaciers of the Alaska mainland. The sea is generally smooth in summer. Holders of return-tickets of the Pacific Coast Steamship Co. are entitled to stop over at Sitka and return by a later steamer.

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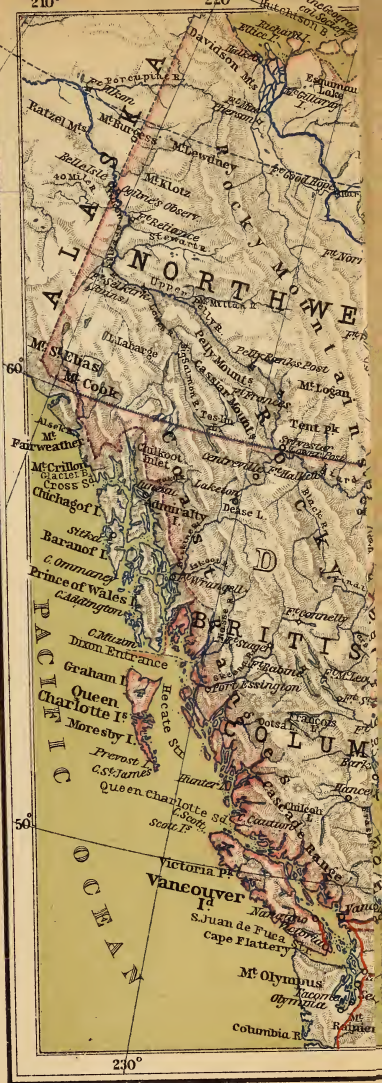
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